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GOOD NEWS

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HOW JOHN THORBURN WAS KILLED. Chinese Official Admission: Body Believed Burned.

VICTIM BRUTALLY BEATEN.

SOLDIERS' VIOLENT RETALIATION FOR SHOOTING INCIDENT.

TEXT OF CHINESE NOTE WITHHELD.

(FROM OUR OWN CORRESPONDENT).

Shanghai, Oct. 31.

FIVE months after the disappearance of John Thorburn, nineteen-year-old Shanghai youth, the Chinese authorities have admitted that he died of injuries outside the wall of Soochow on June 2 and that his body was destroyed.

Thus, the mystery of the Reuter message from London earlier this week, indicating that a basis of settlement had been reached between Sir Miles Lampson and the Nanking Government, is cleared up.

The Chinese Government have addressed a Note to the British authorities, finally clearing up the affair, which has attracted the attention of the whole world, but the text has not yet been published and the authorities in Shanghai have refused to issue a statement on the matter.

According to well-informed circles, however, the Note admits the murder of Thorburn, and says that the military officials and soldiers who were responsible for his death have been tried, punished, and sentenced to terms of imprisonment.

BROUGHT REVOLVER INTO PLAY.

It is stated that Thorburn became embroiled with a patrol of soldiers on the railway line near Qinsan.

The evidence obtainable points to Thorburn's having offered resistance and brought a revolver into play, inflicting wounds on the soldiers, thereby arousing the violent retaliation of their comrades.

This retaliation culminated in his death after he had been spirited away to Soochow, and subjected to a series of brutal beatings.

It is believed that his body was burned to destroy all traces of the outrage.

This acknowledgement is expected to bring an end to the affair. It is believed that an offer of compensation to Thorburn's parents is made.

DOLLAR MAKES A JUMP.

DUE TO BASELESS RUMOUR.

The Hongkong dollar rose to 1s. 3.1/16d. (demand) this morning, consequent on an improvement in silver prices.

Silver is up 7/16ths in London and three-quarters in New York.

In London, China and India bought, but there were small offerings.

The market is quietly steady, but the outlook is uncertain. The New York market is steady.

The rise in silver is said to be due to a rumour circulating in India that a syndicate is offering to purchase the bulk of the Government's silver holdings, but this report is discredited by London bullion houses.

The cross-rate has dropped to 3.85.

In Shanghai, the market opened at 1s. 3.1/2d. and 1s. 8/16d., but later the tone was easier.

Locally, business has been done at 1s. 3.1/2d. and 1s. 3.5/8d., but during the forenoon easier conditions manifested themselves.

British Trade Boom Spreads.

Steel Workers Re-Employed: Brisk Bids For New Factory Sites.

London, Oct. 30.

The industrial areas report a definite British trade boom.

Several hundred Glasgow men, who have been idle for months have been re-engaged at works where orders for 4,000 tons of steel shafts have been booked for foreign buyers.

Other Clyde steel works report keen enquiries.

Four foreign firms have acquired factories in Birmingham, and further applications for sites have been received from fifteen English firms, also from France, Germany and Holland.

There are also tentative enquiries from fourteen Continental and American firms.—*Reuter.*

Holland Alarmed.

The Hague, Oct. 30.

In view of the influx of imports to Holland, following the suspension of the gold standard by Great Britain and Scandinavian countries, a Bill has been introduced in the States General to deal with the situation.

The Bill authorises the Crown, after consulting with a special Commission of experts, to prohibit the import of certain goods from any country for a fixed period where the total value of the imports of such goods exceeds the average imports for the years 1923, 1929 and 1930.

Exemption will be granted in special cases.—*Reuter.*



"Kau Hongkong" "hillrocks" may provide thrills for thrill-seekers as this picture, taken a thousand feet above the Kowloon Golf Club, indicates.

Safety Last.

MOUNTAINEERING IN HONGKONG.

Why go to Switzerland, when all the thrills of mountaineering can be obtained within a few miles of the Star Ferry?

That is the question put by the local climbing enthusiast who sends us the remarkably impressive snapshot above, taken during a descent from Lion Rock. The recipe, apparently, is to look for the problems instead of the paths. A difficult piece of climbing looms up ahead. They way round is easy, but the thrill-hunter goes over the top.

It is recommended that to meet emergencies, new participants in kind of sport, Safety Last, take along with them a strong rope and maybe a bottle of Nerve Tonic!

HONDURAS DISASTER.

RELIEF PROVIDED FOR VICTIMS.

London, Oct. 30.

The Colonial Secretary has heard from the Governor of Bermuda that the Legislature has voted £500 for the relief of the hurricane disaster victims in British Honduras.—*British Wireless.*



John Thorburn, the manner of whose death is now admitted by the Chinese authorities.

EXTRAORDINARY SILVER RUMOURS.

DISCREDITED IN LONDON.

BRITISH CREDIT.

London, Oct. 30.

An extraordinary rumour circulating widely in India, to the effect that the so-called Silver Producers Syndicate is offering to purchase the bulk of the Government of India's silver holdings, has been strongly discredited by all bullion houses in London, in the course of special inquiries by Reuter's representatives.

Credits Extended.

The Bank of England announces that the Bank of France and the Federal Reserve Bank of New York have agreed to extend for a further three months, franc and dollar credits amounting to approximately £15,000,000 each.

The original amount of those credits was £25,000,000 in each case, but the Bank of England has arranged for the sale of £15,000,000 worth of gold bars in part payment.—*Reuter.*

HOME MUNICIPAL ELECTIONS.

ECONOMY THE MAIN ISSUE.

London, Oct. 30.

Polling in the Municipal elections takes place on Monday.

The Parliamentary elections have overshadowed the local contests, but in many instances vigorous campaigns are being conducted by the opposing parties.

In the provinces, one-third of the membership of the Councils will be renewed, but in the case of 28 London Boroughs all the members are re-elected at one time.

In London, about 2,700 candidates have been nominated for over 1,300 seats.

The main issue everywhere is economy.—*British Wireless.*

N.U.R. AND MR. THOMAS.

Deprivation of Pension.

THE CRIME OF LOYALTY.

London, Oct. 30.

An impassioned appeal by the Rt. Hon. Mr. J. H. Thomas to a delegates' meeting of the National Union of Railwaymen, urging reconsideration of the Executive's decision to withdraw his pension, fell upon stony ground.

Mr. Thomas addressed the gathering for an hour and a half. He was received in strained silence. At the conclusion, the N.U.R. delegates overwhelmingly decided to endorse the decision to deprive him of his pension.

The Secretary of State for the Colonies, who has devoted all his life to the interests of railwaymen, was sometimes tearful.

The most dramatic moment occurred when he pointed emotionally to his wife and son and married daughter, who were sitting at the back of the hall, and cried: "Why should they be allowed to suffer after all I have done for railwaymen?"

Had Mr. Thomas remained in office with the Union until 1935, he would have been entitled to a pension of over £500 per annum.—*Reuter.*

Premier's Plans.

The Prime Minister left Downing Street this afternoon for Chequers where he will remain until Sunday evening. He has had an extremely strenuous fortnight while engaged in one of the hardest fought contests of the election and, at the same time, giving the necessary attention to affairs of State. There is a wish among his political friends that he should take as much rest as possible before the opening of the Parliamentary Session on Tuesday week.

Mr. MacDonald's first public pronouncement following the election will probably be at the Lord Mayor's Banquet on November 9th. He is expected to be engaged most of next week in considering the reconstruction of the Cabinet, for which purpose he will be in close touch with Mr. Baldwin and Sir Herbert Samuel. There is a meeting of the Cabinet on Tuesday.—*British Wireless.*



Mr. "Jimmy" Thomas, deprived of his pension for loyalty to the Prime Minister and for putting Country before Party.

sign of over £500 per annum.—*Reuter.*

Bulls and Inners

□ □ From the Office Butts. □ □

The new song:—"Tar-riffs-a Boom-de-ay."

"Flat Colony Proposed," says newspaper heading. Well, it's pretty much that way now, except for the sterling-paid official.

Gandhi, we notice, still wears nothing but a blanket and a loin cloth in London. Must look how the average British taxpayer feels.

Always borrow from a pessimist. He won't expect to be paid back, anyhow.

Sez Hugh:—"The happiest of motor parties are sometimes glad to have an old crank with them!"

Some of these girls are well red.

Another infamous saying:—"You can't lose much playing bridge at a cent a point."

Some people are born great, others have greatness thrust upon them, whilst still others understand the silver crisis.

Judging from letters to hand, the autumn they had in England easily beat the summer which they didn't.

Some of these Chinese tailors do their work only after a fashion.

Shouldn't the brokers rename these monthly adjustments "Unsettling Days?"

Auto-Suggestion:—"It's about time we sold the car, dearie."

Tuesday was Settlement Day for the Labour Party.

Scarlet toe-nails are the latest fad for ladies. They make hubby topee or not topee.

A smart-looking lady dentist in Shanghai is doing a roaring business amongst men. They simply ache for her!

The crossword girl's answer to a proposal of marriage:—"I'm (English county), Henry, but I (another county), (South American Republic) fellow, but (famous lighthouse) be my husband." Solution:—Surrey, Kent, Uruguay, Ushant!

New Definition:—"Interruption" is practically anything a man says to his wife.

The recent protests against the cuts in police pay at Home were no doubt based on the saying "Spare a copper!"

"Nanking Forbids Dancing as Wav to Save Country," says newspaper heading. Those revolutions are a bit tiresome.

A reader suggests that nobody they used to. Where are the cars motoring at forty miles an hour. Slow and Behold!

The first thing most Hongkong girls do when meeting a young man for the first time is to weigh him in the bank balances.

Maybe it's a good augury for next February's Geneva Conference that Disarmament won the Cambridge Stakes.

We hear of a young man in Shanghai who threw his mother-in-law out of the window. Youth flutters up to its perch in the willow's sling.

(Crime films are beginning to lose their attraction among American audiences.)

The deeds of Splitlip Al Cohol, the talkie racketeer, in league with dangerous Broadway Moll

And the Man with the Twisted Ear, Have earned the "bird" in U.S.A.

Where the film fan's grown too wide To pay for the stuff in a picture play

When the real thing's free outside.

"To ride a pony, the first thing you need is balance," says a jockey. We always thought it was a pony.

A ship's captain says that vessels don't hail one another as they used to. Where are the ahoy's of the old brigade?

Infamous Saying:—"I hate taking your last cigarette."

Some famous sayings:—"Quatte nippy those mornings, Lin't it!" "How the nights are drawing in."

Often the only way to have harmony at home is to play second fiddle.

It is predicted that motor-cars will have wings. We'd love to see a sleepy little two-seater in-lay out of the window. Youth flutters up to its perch in the fowlhouse.

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OBITUARY.

WELL-KNOWN LOCAL
CHINESE DOCTOR.

Dr. Jau Hawk, the well known Chinese medical practitioner, was taken seriously ill on Wednesday afternoon at his office in Queen's Road Central and passed away quietly at his residence the same evening. His death has come as a great shock to his large circles of foreign and Chinese friends, including those in medical and Christian circles.

A man of a quiet and kindly disposition, the late Dr. Jau Hawk was one of the popular Chinese doctors in the Colony where he had practised for thirty-one years since his return from the United States of America in 1900.

The late Dr. Jau Hawk received his primary and middle school education in America and later entered the Portland, Oregon, University where he graduated with an M. D. degree. He proceeded to New York after his graduation and continued his medical studies at a clinic where he was held in the highest esteem by the Chinese Christians.

Long Career in Hongkong.

On his return to China, the late Dr. Jau Hawk practised for a very short period in Macao, and later came to Hongkong, where he was engaged for over eight years at the Tung Wah Hospital. On leaving the Tung Wah Hospital, he worked with the Public Dispensary in the Central District.

During the last twenty years the late Dr. Jau Hawk had practised privately. He was keenly interested in the progress of the Chinese Medical Association of which he was formerly a member of Committee. He was also a member of the Chinese National Medical Association, Hongkong Branch.

A Brief Illness.

On Wednesday morning the late Dr. Jau Hawk was in his usual good spirits and health, and attended to his work in the afternoon. It was while writing out a prescription for one of his patients that he received a sudden attack, resulting, it is believed from cerebral hemorrhage. He was taken to his residence in Bonham Road but in spite of the assistance rendered by several of his foreign and Chinese medical friends he passed quietly away on the same evening. He was 66 years of age.

The late Dr. Jau Hawk was a native of Sun Wui and a devout Christian. He is survived by his wife, three sons and five daughters. His eldest son, who resides in Shanghai, is now on his way to Hongkong to attend the funeral, which will be held some time next week.

FOR FLOOD RELIEF.

STUDENT CHRISTIAN UNION
GIVING CONCERTS.

In aid of flood relief, the Hongkong Student Christian Union held a concert at the Hop Yat Church, Bonham Road, yesterday evening. Over 700 seats had been sold and a capacity audience was present to greet the opening of a long evening of enjoyment.

The chief contributors were Mr. Ma Sze-tung, a violinist, Miss May Yung, who played a number of acceptable items on the piano, and a Chinese orchestra led by Mr. Yau Hok-chau. A number of girls from the Mui Fong, Yeung Chung and Fairlea Schools also appeared in individual and concerted items. The evening closed with a Two-Act Chinese Comedy.

There will be another concert at the Hop Yat to-night when the same programme will be repeated. The sponsors hope to be able to make a useful contribution to Flood Relief of \$2,000 from the proceeds of these two concerts.

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GUILTY LIPS

BY LAURA LOU BROOKMAN

BEGIN HERE TODAY

Pretty Norma Kent, 20-year-old secretary in a law office, married Mark Travers, son of F. M. Travers, millionaire real estate dealer, after the father had sworn to cut Mark off without a penny if the marriage took place. Norma has known Mark only a few weeks, did not know during the courtship that he was a millionaire's son.

The story opens in Marlboro, middle western metropolis. Christine Saunders, with whom Norma shared an apartment, and Bradley Hart, Christine's employer, are witnesses at the wedding. Before this Norma has repeatedly refused to marry Bob Farrell, young lawyer of whom she is fond as a friend.

Mark sells his expensive roadster to get money for the honeymoon trip. He and Norma depart for Blue Springs, fashionable resort. As the train speeds south Mark tells her there is something he has forgotten to mention.

CHAPTER XV

Mark dug one hand down into his waistcoat pocket before he spoke again. He drew out a box. A very tiny box of dazzling whiteness. He snapped the lid back and a gleaming circle of diamonds appeared. They were set in a band of platinum.

"Almost forgot about this," he said. "Let's see if it fits."

He slipped the jewelled band over the third finger of Norma's left hand. The ring twinkled up at her like star-dust. The tiny diamonds became a disc of fire. They flashed white heat into the dusky train compartment. Or were they tear drops frozen and strung like beads?

"How—how beautiful!"

Words were such useless things. They failed Norma completely. Something hot and choking gathered in her throat. She could not speak. Almost she could not breathe. Never had she dreamed anyone could be so frighteningly, ecstatically happy.

And so because she could not find the words to answer the girl raised her two hands, one to either of Mark's cheeks, held his face close for a long instant, and then pressed her lips to his.

Oh, these two were so young, so very much in love!

"But the ring does fit! See—It's just right!" she was insisting a little later.

Mark disagreed. He held up the encircled finger to prove the band slipped about too loosely. There was the possibility of losing the ring. He had not realized what slender, delicate fingers his bride had.

"We can have it made smaller at Blue Springs," he suggested. Fear that she might lose the wedding ring made Norma agree at once. Words came easily now. Over and over she told Mark how beautiful the diamonds were. She meant this, yet it was not the beauty of the stones and their setting which awed her. It was the significance of the ring. This band on her finger was the symbol of marriage. It told the world she was Mark Travers' wife.

"Good Lord—it is late! You'll be starved!" Mark made a lunge at the electric button which summoned the porter. Within 15 minutes they were being served dinner.

"Happy, kid?"

"Oh—of course!"

At Blue Springs there began a world of only Norma and Mark with dimly visionary strangers occasionally drifting in and out of the background—waiters who served their meals, chauffeurs who drove the motor cars in which they rode, golf caddies, an orchestra, other diners who might have been miles away for all their presence on the dance floor meant to these two.

Blue Springs was completely perfect and it was completely theirs. It was nearly noon when they arrived. True to Mark's prediction the sun was shining. Great fleecy clouds, moving so slowly that they seemed stationary, darkened the azure sky by their whiteness. It had been crisp October in Marlboro. Blue Springs was cool enough for light wraps, warm enough that seasoned bathers were still taking their daily dips.

The arrival of Mr. and Mrs. Mark Travers had not been unheralded. Clicking cameras were the first indication of the welcoming committee. Newspaper photographers, having secured internal photographs, asked the newly married couple to pose. While Norma hesitated Mark gave cheerful assent. There was a girl reporter on hand to ask details of the romance. Mark's replies to her questions were sketchy, satisfactory because about them the young woman was able to weave a glowing, modern Cinderella story about the beautiful stenographer who married a millionaire's son.

"And do your parents approve the marriage?" the reporter asked. "Oh, yes! Certainly!"

The other side of this story reached telegraphic press services shortly after F. M. Travers, in Marlboro, saw reproductions of the Blue Springs photographs in his morning newspaper. Pungent and brief were F. M. Travers' remarks.

Neither Mark nor Norma read these comments. They posed for the photographers again the second day because the young men had proved friendly and it seemed a simple favour to grant. And since Norma's blonde beauty happened to be the sort which photographs ideal, and young love is a subject uni-

versally appealing, the pictures appeared in newspapers from coast to coast.

There was no suite in the fashionable Blue Springs Inn more elegant than the one Mark had engaged. Norma, living in a world of luxurious comforts for the first time, soon came to take such matters for granted. Mark, who was at home in such surroundings, who was constantly introducing her to new luxuries, waved aside questions about money. It was natural for Norma to adopt the same attitude. She left every decision to Mark.

In response to a telegram to his mother Mark's luggage arrived. The couple went to a smart shop and bought sports clothes for Norma. They bought an ivory lace dance dress which Mark said made her look like a dainty porcelain figurine on a Dresden lamp. There were pink roses artfully caught in the lace.

The first night Norma wore this gown she had to refuse dances to three youths Mark had introduced. She couldn't think of dancing with anyone except her husband!

Mark was tactful. It was due to this tactfulness and Norma's blindness to everyone else about them that she did not feel out of place in her new surroundings. It did not occur to her that she was almost the only feminine guest at the Blue Springs Inn who did not play golf or tennis. She gave no thought to the fact that a dozen young women, clad in smart habits and boots and accompanied by escorts, rode regularly on the bridal trails.

She did dance beautifully and the ball room at the Inn, opening on a sky-roofed terrace, was to remain in Norma's memory as a fairyland. Not once did it occur to her that all this which was so new and wonderful was to Mark an old, old story. Mark had visited Blue Springs many times before. Days of idleness, tramping and motoring, were no novelty to him. Norma should have thought of these things. She sent off a hurried postcard to Chris. There was no time to waste at letter-writing. Mark did not even bother with postcards.

Four perfect golden days were followed by dark clouds and a leaching torrent. Norma and Mark breakfasted late in their rooms. They dawdled about, put off dressing until nearly lunch time. When they finally arrived down stairs a log fire was blazing in the lounge. Bridge games were in progress.

A matron with grey hair whom Norma had chatted with the day before bustled up to the couple as they stood in the doorway.

"Oh, do join out table, you two!" she trilled. "Mr. Clark's disappeared and Madge and I must have a third and fourth."

"Shall we?" Mark asked hesitatingly. "I suppose it's contract."

"But I don't play contract, Mark."

"Really? My dear child, how quaint!"

Mark grinned. "Afraid you'll have to count us out," he said. "Good thing, I guess. I never have luck on a stormy day."

The woman left them.

"You can play, Mark. I—I don't mind. I can amuse myself," said Norma.

He shook her arm playfully. "Nonsense. Did I say I wanted to play bridge? Well, I don't. Some of these days, though, you'll have to have some lessons. Everybody plays contract! Half the women I know eat, drink and breathe it. Young ones as bad as the old—"

They wandered through the lobby into a reading room. Norma could see that Mark was restless. She had been so contented that this disturbed her.

A new magazine—one Mark liked particularly—saved the day. He alighted it on a newstand, returned a moment later with the gaudy-covered periodical.

"Look, Norma—look at Bradwell's latest!"

Bradwell's latest was a drawing in highly satirical vein. Having shared this prize Mark sank back into a huge club chair and forgot everything else. The girl found a book she had glanced through the day before and settled down to read also.

It was past mid-afternoon before the young man roused himself. He discovered the rain had ceased.

"Like to take a run out and see what the day is like?" he demanded.

Norma threw aside her book. From some mysterious source slickers were produced. They were yellow, voluminous, exactly alike except that Norma's was a trifle smaller. She pulled her old brown coat over her head.

Mark laughed at her. You look like a brown-eyed Susan!" he declared, "you know—those big yellow wild flowers with brown centres?"

"And you look like a sun flower!" she rallied.

They went out on the portico and down the steps. The breeze was cool and sharp, invigorating. The trees were dripping from the

(Continued on Page 12.)

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TO-DAY'S WANTS.

25 WORDS \$1.50.
 (\$2.00 if Not Prepaid.)
 The following replies have been received:—
 357.

WANTED KNOWN.

ELECTRIC BATHS.—(and Japanese massage) Ideal for lumbargia rheumatism etc. Recommended for reducing. Given by skilled attendants. Taster Beauty Parlour, Kowloon Building, ground floor. Telephone 22108.

FOR SALE.

FOR SALE.—At the Peak, a Bungalow, in perfect condition, furnished or unfurnished, with three bedrooms, three tiled bathrooms fitted with English baths, Drawing and Dining rooms. All modern conveniences. Large Garden. Garage. Write Box No. 593, "Hongkong Telegraph."

WHIPPET.—Six cylinder, five passenger touring car—1928 model—in thoroughly good order \$1,500 can be seen at any time. Please write Box No. 550, "Hongkong Telegraph."

FLATS TO LET.

TO LET.—European flats, Prince Edward Road, Kowloon, with modern sanitation electric light, 1st floor No. 2 and 3, 2nd floor No. 3. Apply to E. King & Co., 25, Wing Wo Street, Hongkong. Telephone No. 26948.

PREMISES TO LET.

TO LET.—New European FLATS with 4 and 6 rooms in Kowloon near Star Ferry with all modern conveniences including bath, hot and cold water and refrigerator. Apply Sang Kee, Hongkong Bank Building, Tel. 24217.

APARTMENTS TO LET.

AIRLINE HOTEL.—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57857.

OUR BREAD

**FRENCH BREAD
COFFEE ROLLS
SANDWICH BREAD
DELIVERED DAILY**
 In Kowloon from
 November 1st, 1931.
 Please place orders in advance

MARCEL

CONFECTIONER
 70—NATHAN ROAD—70

METALS

of all kinds especially for ship-building and engineering work. Complete stock. Best Terms, immediate delivery.

SINGON & CO.

ESTABLISHED A. D. 1930.
 Telephone: 20515.
 HING LUNG ST.

PILSENER LAGER BEER.

"Blue Girl" Brand.
 The most suitable Beer for the tropics.



Distributors:

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 Chan Yuen " 21023
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 Tye Shing " 21858
 Nam Hing Loong " 20851

MASSAGE R. SHIMIDZU.
ASSEUSE & RONDA.
ASSEUSE & KISAKI.
 Recommended for many years for Government Civil Hospital, Peak Hospital, etc., and by all the local doctors.
 94, Wyndham Street. Tel. 24945.

NEW ADVERTISEMENTS.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

(In Voluntary Liquidation).

NOTICE is hereby that an Extraordinary General Meeting of the United Asbestos Oriental Agency, Limited (in voluntary liquidation) will be held at the Offices of Messrs. Dodwell and Company, Limited, at Queen's Building, Victoria, in the Colony of Hongkong, on Friday, the 6th day of November, 1931, at 3 o'clock in the afternoon at which Meeting the Liquidators will lay before the Meeting an account of their acts and dealings and of the conduct of the winding up, during the Second year of Liquidation.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

(In Voluntary Liquidation).
 Per pro, Dodwell & Co., Ltd.

J. P. WARREN,
 Manager
 Liquidators.

NOTICE OF REMOVAL.

We have this day removed our offices to first floor of Bank of Canton Building.

J. M. de ROCHA & CO.
 Hongkong, 31st October, 1931.

THE MACAO JOCKEY CLUB.

The SECOND EXTRA RACE MEETING will be held (WEATHER PERMITTING) at Arela Preta Macao, on Sunday, 1st November, 1931, commencing at 1.30 p.m. The first bell will be rung at 1 p.m.

MEMBERS' ENCLOSURE.

Members are notified that they and their ladies must wear their badges prominently displayed. No one without a Badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure at \$1.00 each are obtainable through the Secretary upon introduction by a member. Members can obtain upon application to the Secretary Badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Tiffin and refreshments will be available in the Enclosure.

PUBLIC ENCLOSURE.

The price of admission to the Public Enclosure is \$0.40. Children under the age of 15 years will not be permitted in either enclosure during the meeting.

No dogs will be permitted on the Race Course.

STEAMERS.

The S.S. "Tai Shan" will leave Hongkong at 9 a.m. returning from Macao at 5.15 p.m.

By order,

W. L. ALEXANDER,
 Secretary.

Hongkong, 7th October, 1931.

MASSAGE HALL

MRS S UZUNOV
 77, Queen's Road Co., 2nd floor,
 Expert Masseuse.

G. R.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on Monday, the 2nd day of November, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	Upset Price
1	Kowloon Island Lot No. 2573.	Junction of Canton Road and Wing Lok Road	N. 100 ft. S. 100 ft. E. 100 ft. W. 100 ft.	About 26,000	\$478	\$9,000
			As per sale plan.			

G. R.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on Monday, the 2nd day of November, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land near Wong Nei Chong Gap, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	Upset Price
2	Rural Building Lot No. 332.	Republic Bay Road near Wong Nei Chong Gap.	N. 100 ft. S. 100 ft. E. 100 ft. W. 100 ft.	About 31,000	\$596	\$6,350
			As per sale plan.			

N. Y. K. LINE.

(NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.

The Steamship, "KIFUKU MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained. Goods not cleared by the 6th November, 1931, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays & Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected. NIPPON YUSEN KAISHA
 Hongkong, 30th October, 1931.

CHURCH NOTICES.

To-morrow Twenty-Second Sunday after Trinity.

ALL SAINTS' DAY.

St. John's Cathedral, Hongkong. 1st November, 1931. All Saints' Day. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Choral Eucharist and Sermon 11 a.m. Preacher: The Very Rev. The Dean. Evensong 6 p.m. Preacher: Rev. H. V. Koop. Social Evening in Cathedral Hall after Evensong.

Union Church, Kennedy Road. Sunday, 1st November, 1931. Morning Service, Broadcast, 11 a.m. Evening Service, 6 p.m. Preacher at both Services: Rev. Frank Short. Social Hour after Evening Service. Sunday Schools: Kennedy Road, 10 a.m. Talkoo, 2.45 p.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Everlasting Punishment." The Sunday School is held on Sunday Morning at 10 o'clock. Wednesday Evening Meeting at 6.00 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass, U.S.A.

St. Andrew's Church, Kowloon. 1st November, 1931. Twenty-second Sunday after Trinity. All Saints' Day. 8.15 a.m. Holy Communion. 10 a.m. Young People's Service. Primary Sunday School. 11 a.m. Morning Prayer and Choral Communion. Preacher. The Vicar. 2.45 p.m. Senior and Intermediate Sunday School. 6 p.m. Evening Prayer and Sermon. Preacher Rev. N. V. Halward.

Wesleyan Methodist Church, Wanchai. (Opposite Royal Naval Hospital, Queen's Road, East). Sunday, 1st November, 1931. Morning Service 10.15 a.m. Evening Worship, 6 p.m. Preacher at both Services: Rev. Rudland Howell, B.Sc. At the Sailors' and Soldiers' Home, 22, Hennessy Road, Wanchai 8.15 p.m. Service Men's Hour in the Lounge. Wednesday 4th November. Monthly Social in the Lounge at 8 p.m.

LIANG-YOU

LADIES' AND GENTS' HAIRDRESSERS.

Also at same address—Mr. St. Owen. Expert Permanent Waver etc. English, French and American methods. Mod. Charges.

KING'S THEATRE BLDG.
 D'Aguiar St. Tel. 20315.

LAMMERT'S AUCTIONS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Tuesday, the 3rd November, 1931, commencing at 10.30 a.m. at No. 3, Patell Villas, Hankow Road, Kowloon.

A Quantity of Valuable Household Furniture

comprising:—

Teak Hatstand, Teak Dining Chairs, Dinner Waggon, Embroidered Pictures, Pictures, Curios, Ornaments, Mantel Clock, Crockery, Glass Ware, Electric Ceiling and Table Fans, Carpet, Carpet Runners, Curtains, Teak Ice Chest, etc.

Teak Bedsteads, Wardrobe with Bevelled Mirror Doors, Dressing Table, Chesterfield Chairs, Teak Desks, Chest of Drawers, Mirrors, Radiators, Goyser, etc.

also
 A Quantity of Blackwood Furniture

One Beautiful Taj Mahal Marble Model.
 One Enamel Bath
 One Porcelain Wash Basin.

On View from Monday, the 2nd November, 1931.

Cash on Delivery.

LAMMERT BROS.
 Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Wednesday, the 4th November, 1931, commencing at 10.30 a.m.

at "Glencaly Hotel,"

No. 3, Glencaly.

A Quantity of Valuable Household Furniture

comprising:—

Teak Hatstand, Chestfield Couch and Chairs, Tables, Teak Cabinet, Bookcase, Pictures, Ornaments, Carpet, Electric Fans, etc.

Teak Dining Table, Teak Tables, Chairs, Sideboard, Crockery, Glass Ware, Cutlery, Linen, etc., etc.
 Teak and Iron Bedsteads, Teak Wardrobe, Chests of Drawers, Dining Tables, Blankets, Bed Linen, Curtains, etc., etc.

and
 A Quantity of Blackwood Furniture

On View from Tuesday, the 3rd November, 1931.

Terms:—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

POPPY DAY FUND.

FURTHER LIST OF SUBSCRIBERS.

Previously acknowledged \$ 3,442.
 Hongkong St. Andrew's Society 100.
 Mr. Paul Vaine " 20.
 Chev. J. M. Alves " 10.
 Total \$3,572.



Trying to hang draperies often causes window pains.

POST OFFICE NOTICE

POSTAL RATES.

Local 3 cts.)
 China and Macao 4 cts.) per oz.
 British Empire (Except via Siberia) 12 cts.)
 British Empire (Via Siberia) 20 cts.) first oz.
 10 cts. each succeeding oz.
 Foreign Countries 10 cts. each succeeding oz.

POSTCARDS:

Local, China & Macao 2 cts. each
 All other places 8 cts. each
 Registration: The fee for registration is the same in all cases—20 cts.

Letters for Europe via Siberia intended for transmission by Airmail from Shanghai to Manchouli must be posted over the counter of the G.P.O. or Kowloon Branch Post Office where full particulars of the Airmail service can be obtained.

Times of closing Shanghai-Manchouli Airmails are advertised on the Outward Mail list below.

The 3 cent stamp is now on sale at the G.P.O. and at all Branch Post Offices.

The 5 cent stamp is now on sale at the G.P.O. and at all Branch Post Offices.

XMAS PARCEL MAIL FOR GREAT BRITAIN.

Xmas Parcel Mail for Great Britain will be closed in the General Post Office at 5 p.m. the 8th November per s.s. "Naldara."

This mail is due in London on the 11th December.

INWARD MAILS.

From	Per	Due
Straits 3 cts.)	Kidderpore 3 cts.)	October 31.
Europe via Negapatam (letters only) 12 cts.)	Sulung 12 cts.)	October 31.
London, 1st October		
Shanghai and Europe via Siberia (London, 12th October) 20 cts.)	Pilana 20 cts.)	October 31.
Shanghai and Swatow 20 cts.)	Suiyang 20 cts.)	October 31.
Java and Manila 20 cts.)	Tjikembang 20 cts.)	October 31.
Manila 20 cts.)	Pres. Cleveland 20 cts.)	October 31.
U.S.A., Honolulu, Japan and Shanghai, (San Francisco, 2nd October) 20 cts.)	Pres. Garfield 20 cts.)	October 31.
Europe via Negapatam (Papers only) 12 cts.)		
London, 1st October		
Amoy 12 cts.)	Malaya 12 cts.)	October 31.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 9th October) 20 cts.)	Tjisondari 20 cts.)	November 1.
Swatow and Amoy 20 cts.)	Pres. Grant 20 cts.)	November 2.
Japan 20 cts.)	Tai Yuan 20 cts.)	November 2.
Shanghai and Amoy 20 cts.)	Arabia Maru 20 cts.)	November 3.
Europe via Suez (letters and papers), London 8th October and parcels 1st October	Rio de Janeiro Maru 20 cts.)	November 4.
Japan and Shanghai 20 cts.)		
U.S.A., Canada, Japan and Shanghai (Seattle, 17th October) 20 cts.)	Naldara 20 cts.)	November 6.
U.S.A., Canada, Japan and Shanghai (Seattle, 14th October) 20 cts.)	Pres. Taft 20 cts.)	November 6.
London parcels only (London, 24th Sept.)	Heian Maru 20 cts.)	November 8.
Canada, U.S.A., Japan and Shanghai (Vancouver B.C., 24th October) 20 cts.)	Khiva 20 cts.)	November 8.
	Empress of Asia 20 cts.)	November 12.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Date and Time
Amoy 3 p.m.	Kwangtung .. Sat., Oct. 31, 8.30 p.m.
Shanghai, Japan, U.S.A., Canada, Central and South America and "Europe via Victoria B.C. and "Europe via Siberia 3 p.m.	President Cleveland ... Sat., Oct. 31, 4.15 p.m.
	Letters 5 p.m.
	(Due Victoria B.C., 17th Nov.)
"Straits and Calcutta 3 p.m.	Himalaya Maru Sat., Oct. 31, 1.30 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden and Egypt 3 p.m.	Pilana Sat., Oct. 31, 5 p.m.
Manila 3 p.m.	Pres. Garfield .. Sat., Oct. 31, 5 p.m.
Swatow 3 p.m.	Lushan Maru .. Sat., Oct. 31, 5 p.m.
Swatow and Bangkok 3 p.m.	Kaying Sat., Nov. 1, 9 a.m.
Amoy 3 p.m.	Hydrangea Mon., Nov. 2, 5 p.m.
Japan and "Canada via Vancouver B.C. 3 p.m.	Sulung Mon., Nov. 2, 5 p.m.
	Hyo Maru Mon., Nov. 2, 5 p.m.
	(Due Vancouver B.C., 23rd Nov.)
Shanghai and "Europe via Siberia 3 p.m.	Hyo Maru Mon., Nov. 2, 5 p.m.
	Letters 5 p.m.
	(Due Vancouver B.C., 22nd Nov.)
Batavia 3 p.m.	Tjisondari .. Tues., Nov. 3, 10.30 a.m.
Swatow, Amoy and Foochow 3 p.m.	Hatching Tues., Nov. 3, 1 p.m.
Manila 3 p.m.	Pres. Grant .. Tues., Nov. 3, 4.30 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa and "S. American Ports 3 p.m.	Arabia Maru Wed., Nov. 4, 10.30 a.m.
Shanghai and "Europe via Siberia 3 p.m.	Ulysses Wed., Nov. 4, 10.30 a.m.
Ordinary Letters only for Europe Superimposed "Via Siberia: Air Mail Shanghai-Manchouli" 3 p.m.	K.P.O. Nov. 4, 10.30 a.m.
	G.P.O. Nov. 4, 10.30 a.m.
	Van Heutsz Thurs., Nov. 5, 10.30 a.m.
Straits 3 p.m.	Rio-de-Janeiro Maru
Saigon, Straits, Ceylon, India, Mauritius, E. and S. Africa and "S. American Ports 3 p.m.	Thurs., Nov. 5, 2.30 p.m.
Holhow, Pakhoi and Haiphong 3 p.m.	Klungchow .. Fri., Nov. 6, 1 p.m.
Swatow, Amoy and Foochow 3 p.m.	Hai Ning Fri., Nov. 6, 2 p.m.
Shanghai, Japan, Canada, U.S.A., Central and South America and "Europe via Vancouver, B.C., "Europe via Siberia 3 p.m.	Empress of Japan Sat., Nov. 7, 10.30 a.m.
	Letters Sat., Nov. 7, 10.30 a.m.
	(Due Vancouver B.C., 22nd Nov.)
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden and Europe via Marseilles Naldara 3 p.m.	K.P.O. Sat., Nov. 7, 4.30 p.m.
	Registration .. Nov. 7, 9 a.m.
	Letters Nov. 7, 10 a.m.
	G.P.O. Nov. 7, 10 a.m.
	Parcels Nov. 6, 5 p.m.
	Registration Nov. 7, 9.45 a.m.
	Letters Nov. 7, 10.30 a.m.
	(Due Marseilles 4th Dec.)
Manila 3 p.m.	Emp. of Asia .. Thurs., Nov. 12, 5 p.m.

*Superimposed Correspondence only.

NEW MOTOR SHIPS.

MUCH RELIEF IN TOKYO.

Tokyo, Oct. 30.

While the Foreign Office has all along expressed a certain amount of scepticism regarding reports of Soviet military movements and Sino-Soviet agreement, there appears to be a sense of relief at Karakhan's assurances that the reports are devoid of foundation.

Disturbing rumours continue to circulate, but on the strength of Moscow's assurances, the Foreign Office appears to be confident that the Soviet intends to maintain strict neutrality provided its own interests in connexion with the Chinese Eastern Railway are not menaced.—*Reuter.*

THE INCREASED USE MADE OF MOTOR VESSELS IS SHOWN BY LLOYD'S REGISTER RETURNS OF THE WORLD'S MERCHANT SHIPPING UNDER CONSTRUCTION.

The proportion has increased by 50 per cent. in the last year, and now stands at 59 per cent. of the total new tonnage classed by Lloyd's.

Of 1,784,000 tons, a total of 1,218,000 were for ships with motors. They number 223 out of 557, and half this total are being built in the United Kingdom.—*British Wireless.*

Our New Offices

WILL BE SITUATED AT

QUEEN'S BUILDING

GROUND FLOOR—PRAYA.
 ENTRANCE PRAYA OR CHATER ROAD

As from 1st November.

THOS. COOK & SON, Ltd.

General Foreign Passenger Agents, Pennsylvania Railroad.

AND

WAGONS—LITS CO.

MEN WHO STAND OUT

Wherever people gather—certain men dominate. Successful men—sure of themselves—well-groomed. Every little detail of their appearance shows the perfection they demand.

Because Squibb's Shaving Cream gives them exactly the perfection they want, many prominent men have adopted it.

Try Squibb's Shaving Cream yourself. Right from the start, you'll find your shaving quicker, cleaner, easier.

For Squibb's greatly lightens the task of the razor. Your beard is so well prepared that the harshness and tugging of shaving are all absorbed before the razor touches you.

Representatives

KELLER KERN & CO., LTD.,
HONGKONG.

E. R. SQUIBB & SONS, NEW YORK.

Manufacturing Chemists to the Medical Profession since 1868
A.P.D. 515



Designed
By
Artists



Created by
Skilled Craftsmen—



GORDON'S SHOES
are full of Charm.

GORDON'S, Ltd.

COMING SOON TO THE KINGS



CINEMA SCREENINGS.

NOTES SUPPLIED BY
THE THEATRES.

"The Conquering Horde," classic Paramount picture now showing at the King's Theatre, starring Richard Arlen, is to be the main feature attraction there. Emerson Hough, its author, was the writer of "The Covered Wagon." Paramount spared no effort to make this historical true story come to vibrant life on the talking screen. Extensive research, painstaking care in photography, and prolonged activities in the picturesque Western locations were devoted to the work of making this great production.

The story concerns the days just after the Civil War when cattle-rangers in Texas were land-poor and when unscrupulous and cunning "carpet-baggers" were forcing the Texans to sell their property at fabulously low prices.

Fay Wray is seen as the proprietor of one of the most desirable ranch properties in Northwest Texas. She has a fine and large herd of cattle, but she cannot convert them into cash because there is no way of getting them to the rich Eastern markets.

Into this situation comes Arlen, her childhood sweetheart, estranged from her because, as a West Pointer, he fought for the "Yanks" during the War. Arlen volunteers to lead her herd across a trail which he is familiar with, taking the cattle to Abilene, Kansas, the nearest railroad point. The trek begins. It is fraught with great dangers from the elements, the villainous "Carpet-baggers" who are trailing them, and the Comanches of that region. Throughout the trip Fay suspects Arlen of plotting with the "carpet-baggers." At last the conquering horde arrives triumphantly, and the estrangement of Arlen and his sweetheart is brought to a close with her discovery that he was a government service agent who had been sent to Texas to whip the "carpet-baggers."

"The Seas Beneath."

According to the official records, of the 200 German submarines captured or sunk during the World War, eleven were destroyed by "Mystery ships" or "Q-ships," as they were sometimes called, and 17 by Allied submarines.

The joint action of an American submarine and an American "mystery ship" in trapping one of the most famous German U-boats, is the basis on which Director John Ford has created the climax of his unusual romance of the Allied struggle against the submarines, "The Seas Beneath." Fox moviehouse coming to the screen of the King's Theatre next Tuesday.

With George O'Brien as the American commander, Marion Leasing as the sister of the U-boat's captain, and John Leder as the German ship's first officer, a strange triangle of love and patriotism has been deftly woven into the story. Aboard a big three-masted schooner, the "Dolphin," and two United States underwater craft, the "S-47" and the huge, fleet submarine, "V-4," the company spent four weeks at sea filming and recording the nautical sequences of the picture and according to advance reports, have turned out a remarkable production.

Warren Hymer, William Collier, Sr., and Walter C. Kelly are prominent in the cast. Collier also staged the picture, with Dudley Nichols writing the screen play and dialogue from the original story by James Parker, Jr.

"Disraeli."

An exact replica of a portion of the House of Commons was built for the filming of the parliamentary scene of "Disraeli," the George Arliss Warner Bros. Vitaphone production now playing at the Queen's Theatre.

The set, which is a fine example of Hollywood's set-building artistry, was constructed from the ground plan of the House, obtained from England. The woodwork and carving is also reproduced in an authentic manner.

"To me this set is one of the high spots of Hollywood's miraculous craft," said Ivan Simpson, one of the principal actors in this picture. Simpson is an Englishman who has been associated with Arliss for a number of years in his various stage productions.

"When this picture is shown in England, Londoners will swear that they have actually stepped into the House of Commons, although they will at the same time know that this is absolutely impossible. The ability of the Warner Brothers technicians in reproducing settings and scenes of new period is a continual marvel to me."

Al Green directed "Disraeli," and the splendid cast supporting Mr. Arliss includes, besides Mr. Simpson, Joan Bonnett, Florence Arliss, David Torrence, Doris Lloyd and Anthony

WE HAVE RECEIVED
A STOCK OF SILK
TIES IN THE CORRECT
COLOURS AND DESIGN OF

THE
HONGKONG
VOLUNTEER
DEFENCE CORPS.

\$4.75

Excellent
Value.

WHITEAWAY,
LAIDLAW & Co., Ltd.

FELIX HAT SHOP

York Building, Chater Road.



Now showing the very latest
in Bowler, Tricorne, Empire
and Robin-Hood Hats.

Bushell, Julian Josephson wrote the screen adaptation.

"Song of the West."

In "Song of the West," the 100% national colour, singing, talking, dancing Vitaphone picture in Technicolor, which comes to the Queen's Theatre to-morrow, Warner Bros. have a true to life not only by the medium of motion pictures, but by sound, by melody and singing, and by the gorgeousness of natural colour taken against the magnificent background of the great out of doors West.

"Song of the West" is a story of covered wagon days, from the beginning of the trek of a wagon train accompanied by a troop of soldiers from Fort Independence, across the Sierras with their snow-capped peaks and great wilderness of space to California, the land of gold, of brawling mining camps, of San Francisco, of the Golden Gate, in the days of the Vigilantes.

It is an epic of colour, and through it runs every moment a tremendous drama, enacted on the plains, under the stars, around camp fires, with the wagon train, and in the gambling halls of the roaring days of '40.

The singing comes naturally, just as it came to the old pioneers, who whistled away their tedious hours of march across two thousand miles of mountain and plain, and the music, by the master of melody, Vincent Youmans, who was also responsible for "Hit the Deck" and "Rio Rita," weaves a background of song and harmony that is truly representative of pioneer life.

One marches along with these pioneers and soldiers, lives with them, watches the wagon-circled fires die out against an immensity of stars. The theatre and the screen seem to disappear, the roar and hurry of modern mechanistic life vanish—one lives in a romantic era of the past as vividly as if it were there. The picture appeals to a sense of American life that goes to the very beginning, because they are a race of pioneers, and something of the restlessness of the westward arch is in them still.

The cast of "Song of the West" includes John Dill, Vivienne Segal, Joe E. Brown, Marie Wells, Sam Hardy, Marion Byron, Eddie Gribbon, Ed Martindel, Rudolph Cameron and a chorus of one hundred voices. It is adapted by Harvey Thew from the operetta "Rainbow" by Laurence

Stallings and Oscar Hammerstein II. Ray Enright directed.

"Submarine."

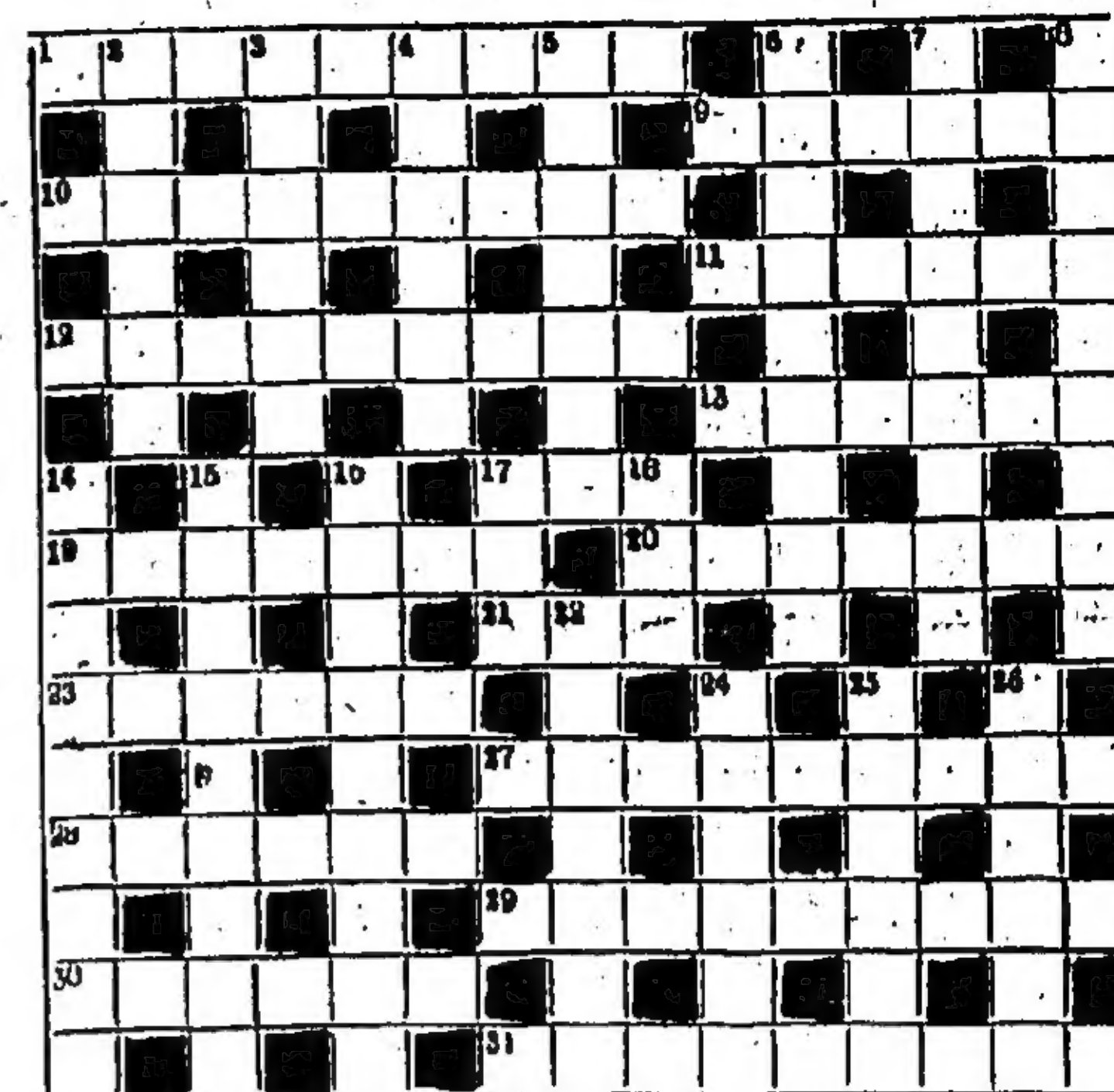
The difficulties encountered by divers in trying to reach the lower depths are forcibly presented in Columbia's mighty drama of the sea, entitled "Submarine." The picture in one of its most thrilling moments shows several divers trying to reach a wrecked submarine embedded 400 feet below the surface. At 200 feet the pressure overcomes one. He loses consciousness and bleeds at the mouth. Through the window in his helmet the audience is allowed to see the man's face as he descends. The effect is highly dramatic.

The precaution taken to prevent injury to the man is shown. He is raised slowly to allow the body to adjust itself to the pressure, then upon reaching the surface is placed in a compression chamber until it is safe for him to come out into the natural air. One of these chambers is shown in "Submarine," which is coming to Central Theatre on Sunday. It resembles a huge white tub with a door at one end. The pressure and air within the tank are regulated from without and registered by meters.

The most exciting moment shows Jack Holt descending the full depth of 400 feet a few yards at a time to allow him to get used to the pressure. The audience sees the heavy boots weighing twenty-four pounds—twelve pounds of lead forming the soles of each. These weights cover the diver down and tend to overcome the buoyancy of the water. When once at the wreck the diver is shown crawling over its surface signalling to the men entrapped within. When he receives an answer he phones for the oxygen line and the audience is treated to a view of the manner in which it descends and is attached to the vessel. The scene then cuts to the interior of the submarine. The men are nearly overcome by lack of oxygen. One has lost his mind and imagines himself drowning; another is unconscious. The captain is counting out bullets to see if there are enough to go around. The oxygen enters the boat. The crew brightens up. The men drink in air, as though it were water.

These scenes are tremendous. They are dynamic and grip the spectator. The picture was made under the direction of Frank Capra, with Jack Holt, Dorothy Revier, and Ralph Graves heading the cast.

OUR BRITISH CROSSWORDS.



Across

- 1 A nail and make merry for one who declined to take an oath. Some 60 years ago.
- 2 "We are not amused," but sufficiently near it to freeze you to stone.
- 3 Central European with a Scots tall; but his head's a libel, as he's a tidy fellow enough.
- 4 Delicately referred to as "Har-Lugget" by the novelists.
- 5 Lay bare the heather and find the youngster.
- 6 Gambol.
- 7 Found in parentheses.
- 8 A feature in that case decides the kind of ware.
- 9 Sounds a great weight without a doubt, and yet 'twas only hair once.
- 10 A nervous twitch.
- 11 "Won't catch it" adjective.
- 12 He may or may not possess a stipitiary.
- 13 A great event of 1931.
- 14 "No, sir, a mug!" (anag.).
- 15 Where a Continent was split asunder.
- 16 Epithet for a monster (hyphen).

Down

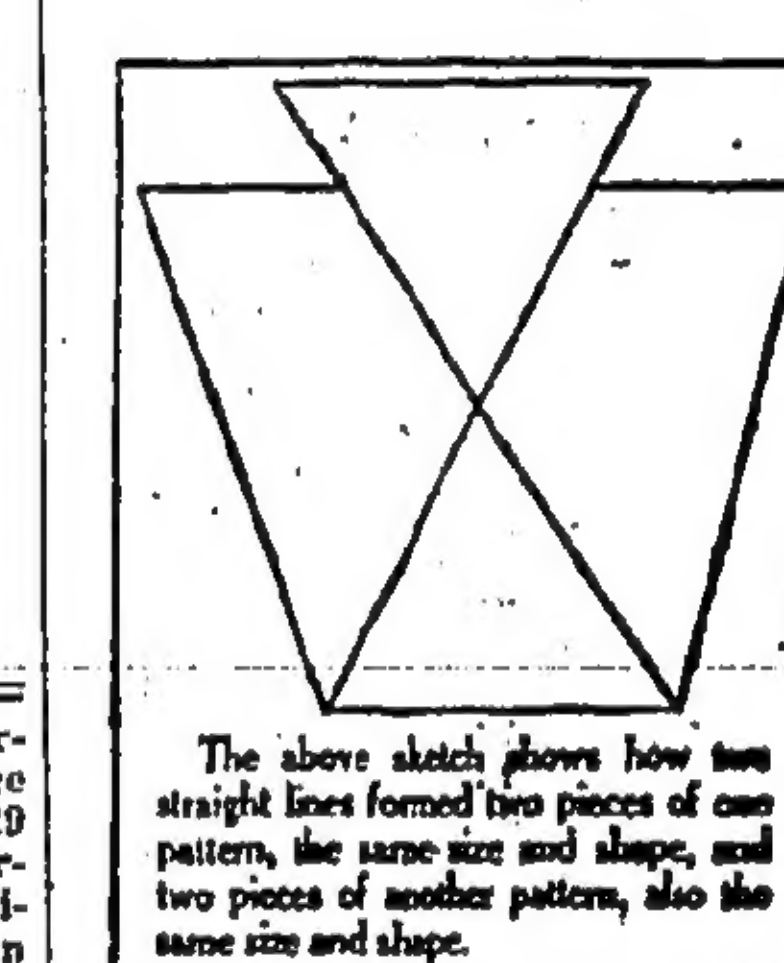
- 2 Tell.
- 3 A somewhat knightly service of French origin.
- 4 Edwin or Matthew.
- 5 Developer of the anatomy of wool.

- 6 Accepting a risk with a concealed Italian town in it.
- 7 Far from contented.
- 8 Slaughtered with a holy finish.
- 9 All-observing life-saver with a little cherub sitting aloft.
- 10 Conspicuous.
- 11 Why call a thing spare and sticky when you're too lazy to name it?
- 12 This is busy in the Antipodes.
- 13 And so on.
- 14 A number for example in Bury.
- 15 Resist.
- 16 A slice of the Near East.
- 17 Sentence fitly written with a scratchy pen.

Yesterday's Solution.

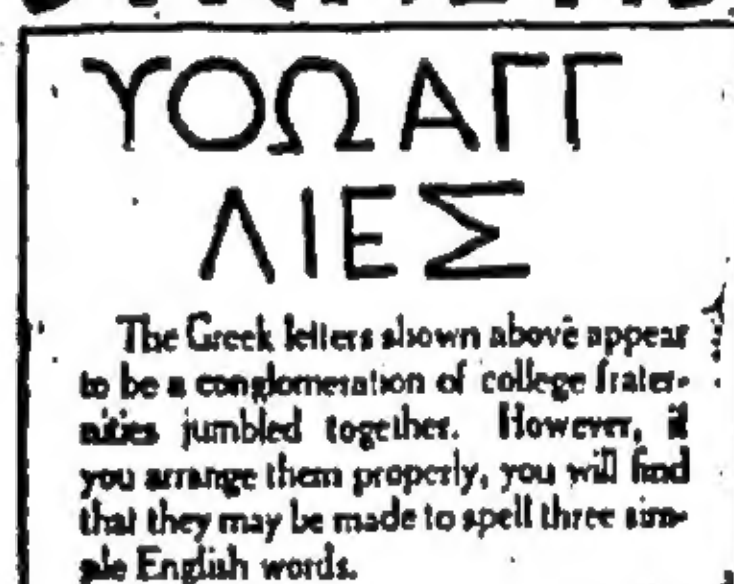


Yesterday's Solution.



The above sketch shows how two straight lines formed two pieces of one pattern, the same size and shape, and two pieces of another pattern, also the same size and shape.

STICKERS



The Greek letters shown above appear to be a complementation of college fraternities jumbled together. However, if you arrange them properly, you will find that they may be made to spell three simple English words.

Vaccinations free of charge performed by the St. John Ambulance Brigade up to and including Oct. 29 number 2,464, of which 725 were performed by the King's College Division, 1,258 by the Mongkok Division and 481 by the Shaukiwan Division.

ARMAGEDDON

A PROPHECIC STUDY
OF THE WORLD'S
LAST WAR.

PRESENTED

Sunday Night, Nov. 31st
8.30 p.m.

AT

S. D. A. HALL
20, Ice House Street.

FREE TO ALL

"WE HAVE ALSO A MORE SURE
WORD OF PROPHECY, WHERE
UNTO YE DO WEL THAT YE
TAKE HEED"—2 PET. II.9.

FRECKLES AND HIS FRIENDS



Take Your Choice, Freckles!

By Blosser

FLETCHER'S HAIR TONIC

It is the ONE reliable hair preparation. It does remove DANDRUFF—and it does more. It stimulates the HAIR ROOTS—keeps scalp irritation, and leaves the hair Soft, Lustrous and Full of Life.

Take care of your hair while you've got it. Start with Fletcher's Hair Tonic to-day.

THE PHARMACY

Asiatic Building, 26, Queen's Rd. C.
Telephone 20245.

Just received—

Fresh consignment of

H.D. FOSS & CO'S

American

CHOCOLATES

New styles and flavours.

Elegant Packing.

Sole Agents:—

A. S. WATSON & CO., LTD.

NOW ON SALE

The New

Victor
Dance Records

for OCTOBER.

S. MOUTRIE & CO., LTD.

CHATER ROAD.

Lincoln
Bennett

SOFT FELT HATS

The "Snap-brim" style is perhaps the most popular of all soft felts. The un-lined edge permits the wearer to adjust the tilt of brim at back or front to suit his particular taste.



Sole Agents:—

Lane, Crawford, Ltd.

Men's Wear Stylists.

All Studebakers now have

free wheeling



LATEST STUDEBAKER SIX FREE WHEELING REGAL TOURER WITH 5th & 6th WIRE WHEELS IN WELL FENDERS FITTED WITH CHROME TIRE COVERS, BUMPER, MIRROR, WINDSHIELD WIPER, FENDER LAMPS, 6 DeLuxe White Side-wall Tires, TRUNK RACK & TRUNK, BODY FINISHED DEEP MAROON, BLACK BELT & FENDERS, CARDINAL RED STRIPE, MAROON WHEELS, KHAKI TOP & SOFT BROWN GENUINE LEATHER UP-HOLSTERY.

PRICE \$5,260.

VEHICLES MAY BE INSPECTED AT OUR STUBBS ROAD GARAGE

THE HONGKONG HOTEL GARAGE.

The Hongkong & Shanghai Hotel, Ltd. Incorporated in Hongkong. Stubbs Road, Hong Kong.

FUNERAL

The funeral of the late Dr. Jau Hawk will take place on Wednesday, 4th November. The cortege will leave 38B, Bonham Road and pass the Wing Pit Ting, Pokfulam, at 3 p.m., arriving at the Chinese Christian Cemetery at about 4 p.m.

The
Hongkong Telegraph

SATURDAY, OCTOBER 31, 1931.

TASKS AWAITING THE GOVERNMENT.

There are few political writers possessing greater precedence than Mr. J. L. Garvin, of the *Observer*. Again and again, he has shown an amazing power to see into the future and to assess correctly the probabilities. It is interesting, therefore, to take note of some of his observations on the outlook which confronted the nation when it was definitely decided that the Government should appeal to the country. Foreseeing the dangers of a party appeal to the electors, he suggested that if the election became a dog-fight of factions, even the success of the Conservatives at the poll would do more harm than good, as it was likely to inflame a social situation likely in any case to be difficult enough. Any Conservative Government, created by the anomalies of Britain's absurd electoral system, but representing only a lesser part of the whole people, might, he argued, be disastrous to the nation and the Empire.

The certainty of a strong National Government being returned was foreshadowed by this shrewd commentator, who held that, when returned, it should be equipped under a five-year mandate with full powers for national revival and renaissance. On the tariff issue, Mr. Garvin is clearly in favour of a modification of Britain's fiscal system, though he pertinently remarks that "hot-headed Conservatives with nothing but tariff on the brain require cold compresses." Yet he contends, with much force, that those Liberals who refuse altogether to modify their pre-war minds are the blinder die-hards, the duller reactionaries, the stiffer bigots. Amongst the tasks which await the Government, pride of place is given to determined, unswerving, systematic revival of agriculture—"the first cause for those who have any eyes at all to see into the future of our life and our breed." This cannot be done without better security that those who give their efforts to the soil of the land shall enjoy more reasonable expectation of a fair reward. The tariff alone cannot do

it, but, says Mr. Garvin, without the tariff nothing can do it. Here we are touching on the old problem of food taxation; how it will be solved still remains to be seen. It has been widely felt, ever since the National Government decided to appeal to the electorate, that some compromise must, if possible, be made between the theory of "free imports at any price" and the programme of "tariff and Empire." How this will work out in actual practice has yet to be disclosed, but the outstanding fact is that the Prime Minister has asked for a free hand to do anything and everything required for restoring the financial stability and advancing the whole economic strength of the nation. But it must be remembered that he has shown himself to be against leading a Government wholly Conservative in programme, though painted "National." He is, however, a fiscal realist, not a doctrinaire theorist.

Meanwhile, there is considerable anxiety being displayed in foreign countries regarding Britain's future fiscal policy. This is evidenced in the "dumping" and the enquiries being made for factory sites in England. It is clear that there is foreign expectation of a departure from the traditional free trade system, an expectation which is likely to be realised. We imagine, however, in view of the complexities of the problem, that anything that is done will be none too revolutionary. There is a danger in going too far in these matters; hasty action may easily prove disastrous. It is well, therefore, to prepare ourselves for changes, even if they conflict with cherished beliefs. Intense nationalism, whether in tariffs or in any other sphere, is fraught with much danger. But with Mr. MacDonald at the head of affairs we may rest assured that no foolhardy policy will be embarked upon.

The Meaning of Wealth.

In America to-day, there is a 75-years-old lady, who is suing for a share in the Wendel estate, valued at \$50,000,000, a large part of which has been bequeathed to a religious organisation in China. There is a distinct possibility that the case will be decided in her favour, and now she has pressed so far, she is regretting the trouble she has gone to because of her advanced age. There is, indeed, something very human and something pathetic about her position. To come into great wealth is the buried dream of the majority of people. But we want it while we still have dreams to fulfil and years to waste. To grow suddenly rich at 75 is probably better than not at all, but it is not a great deal better. For youth is not on the market and when the last flicker of youth has vanished there is not much left. Psychologically, this truism explains a great deal. It explains why get-rich-quick schemes always have flourished, and always will. It explains why people buy lottery tickets, and dream of the lucky stroke of chance that may enrich them. It explains why decent young men occasionally turn into embezzlers and defaulters. It explains why a gold rush will recruit men from all over the world. An industrious and gifted man often makes a huge fortune in business. But he cannot make it all at once, and that is the whole trouble. For, when we dream about being rich, we do not put it far in the future. We want it now, while we have vigour and long years and bright hopes to squander. The long climb up the ladder, sometimes seems impossibly tedious. And this is true, whether one's desires are noble or base. The man to whom a fortune is only a means for gratifying his appetites will quite naturally want the money while he is young; but so, too, will the persons who want money for the leisure it will bring him, for the release that it will mean from petty cares and mean demands, for the doors that it will open to the things of the spirit. And that, of course, is where life always seems hard and cruel. Unless a man is the especial favourite of the gods, it does not come as he wishes. We dream of money, which is another way of saying we dream of complete freedom; but those who get there have to put in long years of service first. Riches and youth seldom go hand in hand.

DAY BY DAY

MODESTY IN A MAN IS NEVER BE ALLOWED AS A GOOD QUALITY, BUT A WEAKNESS, IF IT SUPPRESSES HIS VIRTUE, AND HIDES IT FROM THE WORLD, WHEN HE HAS AT THE SAME TIME A MIND TO EXERT HIMSELF.—Johnson.

New regulations regarding forestry licences in the New Territories are gazetted.

His Excellency the Governor has appointed Mr. J. L. McPherson to be a member of the Licensing Board for a period of three years.

His Excellency the Governor has been pleased to appoint Dr. D. J. Valentine to act as Director of Medical and Sanitary Service.

The Gazette contains the draft of an Ordinance to amend and consolidate the law relating to intoxicating liquor. It occupies over fifty pages.

His Excellency the Governor has appointed R. R. Todd to act as Superintendent of Imports and Exports during the absence of Mr. J. D. Lloyd.

The Government is inviting tenders for the partial demolition of the Aberdeen Paper Mills Dam and general preparation of or reconstruction and contingent works.

The Governor in Council has ordered the suppression for the period of two months of the printing and publication of the newspaper and *King Sheung Yat Po*.

The Gazette notifies that the fee for each gunpowder manufacturer's licence and each fireworks manufacturer's licence shall be \$250 per annum payable in advance.

It is notified that at the expiration of three months the Wilson & Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

The Hon Treasurer of the Hongkong S.P.C.A. regrets that only \$40 was acknowledged as being received from the European staff of the Hongkong and Shanghai Bank in the latest list. A further subscription of \$60 will be acknowledged in Monday's list.

The Annual Dinner of the Guards' Association of Hongkong and South China is advertised to take place on Saturday, November 7, at 8 p.m., at Lane Crawford's Restaurant. Further particulars may be learned from an advertisement appearing in this issue.

Amongst arrivals by the Empress of Japan yesterday were the Rev. C. L. Blanchett, Mr. and Mrs. W. L. Handyside, Mr. E. des Voeux, Mr. S. Perry, Mr. and Mrs. Eldon Potter, Mrs. C. Thwaites, Mr. and Mrs. J. K. Bousfield, Sir Ely Kadoorie, and Mr. E. Kadoorie.

A new regulation made by the General Officer Commanding the Forces, with the approval of the Governor, provides that the Commandant, assisted by the Quarter Master, is responsible to the Government for all stores, arms and equipment supplied by the Government for the use of the Volunteer Defence Corps.

As measured at the Statistical Branch of the Imports and Exports Department, wholesale prices in Hong Kong during the 3rd quarter of 1931 registered a decrease of 5.1% as compared with the June quarter; 4.7% as compared with the March quarter; and an increase of 33.2% as compared with the base year of 1922. As compared with the previous quarter there were declines in each group.

MAURICE LANE-NORCOTT asks

Why Did That One Go Where?

I see that the golfer is to be even more handicapped than he is at present by the proposed introduction of a harsh new rule compelling him to think for himself.

If the reformers have their way, no longer is that cunning old technical adviser, the caddy, to be permitted to plan the shot, select the club, correct the stance, measure the distance, and do everything except the one simple little feat of missing the ball. In future if he would lose those medals and spoons, the golfer must use his great big brains for himself.

Well, it is a poor look-out for England, that's all. It is going to have a very deleterious effect on business, I quite see that.

For example, take a typical business man to whom that long putt on the tenth green means everything.

In the good old days—say, yesterday—when a caddy was something more than a mere drudge, this putt was a very simple matter indeed.

No doubt, if a player felt in a capricious mood, he might of his own accord remove some of the larger worn-casts or pick up a stray leaf or two here and there. On fine days he might even lie on the grass and study the small bumps and deceptive curves. Over such trivialities he was at liberty to use his own discretion.

However, when he came to strike the ball he would always obey his caddy implicitly.

"This is your line, sir," his caddy would say, and point with the flag to the left of the hole.

So the player would putt to the left of the hole and his ball would roll over the bumps and deceptive curves until it ended up maybe a yard and a half short and well to the right.

This would give a player absolute confidence in himself.

"There! I knew it!" he would exclaim, supremely confident.

"Honestly, my caddy's a perfect fool! He's lost me another important hole!" And so the "game" would proceed until there were no more holes to lose. Whereupon this typical business man would stamp into the clubhouse, fully aware of the reason for his defeat. Partly he had his luggage to thank, of course, but the main cause of his failure was the utter incompetence and hopeless stupidity of his so-called caddy.

Alas, how different things will be in the City when golfers must miss their putts for themselves. No longer will a busy stock-broker be able to say to his opponent at the end of a round: "Here is the ten shillings I owe you, thanks to my caddy. I estimate that but for him I should have won by six and four."

In future each stroke will be this business man's own personal problem. If he is to steer his ball past every obstacle and drop it neatly into the tin for a perfect five he will have to use his own judgment. He will have no one but himself to blame for a dreadful nine.

Well, it won't be long, I think, before this busy stockbroker, one

supremely confident in his own ability, is a complete mental wreck. "There! I knew it!" he will exclaim as his ball trickles over the green into some great bourn from which there is no returning. "That just comes of listening to myself! Honestly, I'm extremely incompetent. I've lost myself another important hole!"

Having once discovered that he can't "play the game"—that golf "isn't cricket"—is it not probable that this City man will lose his self-confidence in other respects? Sooner or later will he not say to himself: "Dear, dear! My judgment is simply too terrible! I expect it was very rash of me to buy all those Bongo Prefas at 23 1/4. Probably I shall lose £5 and £6."

So in a moment of despair—say, after that execrable putt at the tenth—he will hurry from the golf course and throw all his shares on the market, thereby causing Bongo refs, once so hard and tight, to sag badly and finish soft.

You see what a bleak outlook it is? We can expect nothing but a steady decline in the home Markets if this ridiculous new rule, compelling a golfer to think, is enforced.

WISEST WIVES FORGET BIRTHDAYS.

By W. L. LAMB.

Recently while on a holiday I met a youthful couple apparently in the thrills of a delightful honeymoon. It was not until the very pleasant husband showed me the photograph of their two sturdy boys that I realised that these two had spent their real honeymoon four or five years ago.

I discovered that their philosophy was to ignore the passing of time in connexion with the romance of always being together. Some time later the wife, whom I should have taken for a girl in her early twenties, told me that she and her husband had not celebrated any of their birthdays since they were married. "And," she added, "the boys still think I am twenty-two!"

Surely a bright ideal! A golden recipe for a happy marriage. For in connexion with birthday anniversaries the thrill of receiving presents does not compensate for those very disturbing thoughts when facing the mirror.

But the mischief is that these black thoughts are for the most part illusions.

When all is said and done every day might as well be looked upon as a birthday yet it is a poor spirit that would try to think of each passing day as one step nearer old age.

Wives are very prone to let themselves be influenced by a new birthday. Their feminine logic argues thus: I am now thirty-three. How awful! Yes, I am looking thirty-three! Therefore, he can't love me as he used to when I was only twenty-two.

A familiar mode of reasoning, but entirely fallacious.

For the old adage that you are as old as you feel is especially true in the marriage business.

And, unfortunately, there is a really bad old tradition that once a girl is married she should aim at becoming the staid matron. The "Remember you are now married, my dear," sort of thing not only puts the years on, but chills the temperature of romance down to the frigid zone of conventional politeness.

Under these conditions of marriage every new birthday seems to be another step away from that courtship time which was ideal. But all this pessimism about growing old vanishes when a wife forgets the passing of the years and ceases to compare her present self with the girl of years ago, who was then a bride.

Ignoring Father Time.

The wisest of wives is she who decides that she will rid herself of the "old as you look" feeling. Appearances count for little compared with the other charms that the years can bring.

The truth is that Time is not an ingredient of Love, and the wise woman knows that her romance is not a day older after fourteen years of marriage.

She also knows that her happiness might be badly clipped by holding the mistaken notion that her increasing age makes it more difficult to retain her husband's fancy.

So she ignores Father Time, and is always a bride beginning married life afresh on her annual honeymoon.

Which idea, as I saw, seemed to work out amazingly well in practice.



"Don't fuss at me—I argued till I was hoarse, trying to tell him this job ought to be done in apple green."

THE "SIX"
 Powerful 70-horsepower Studebaker-built engine
 114-inch wheelbase—a BIG, roomy, comfortable car
HONGKONG HOTEL GARAGE.
 25, Queen's Road C. & Stubbs Road.

Hongkong Telegraph.

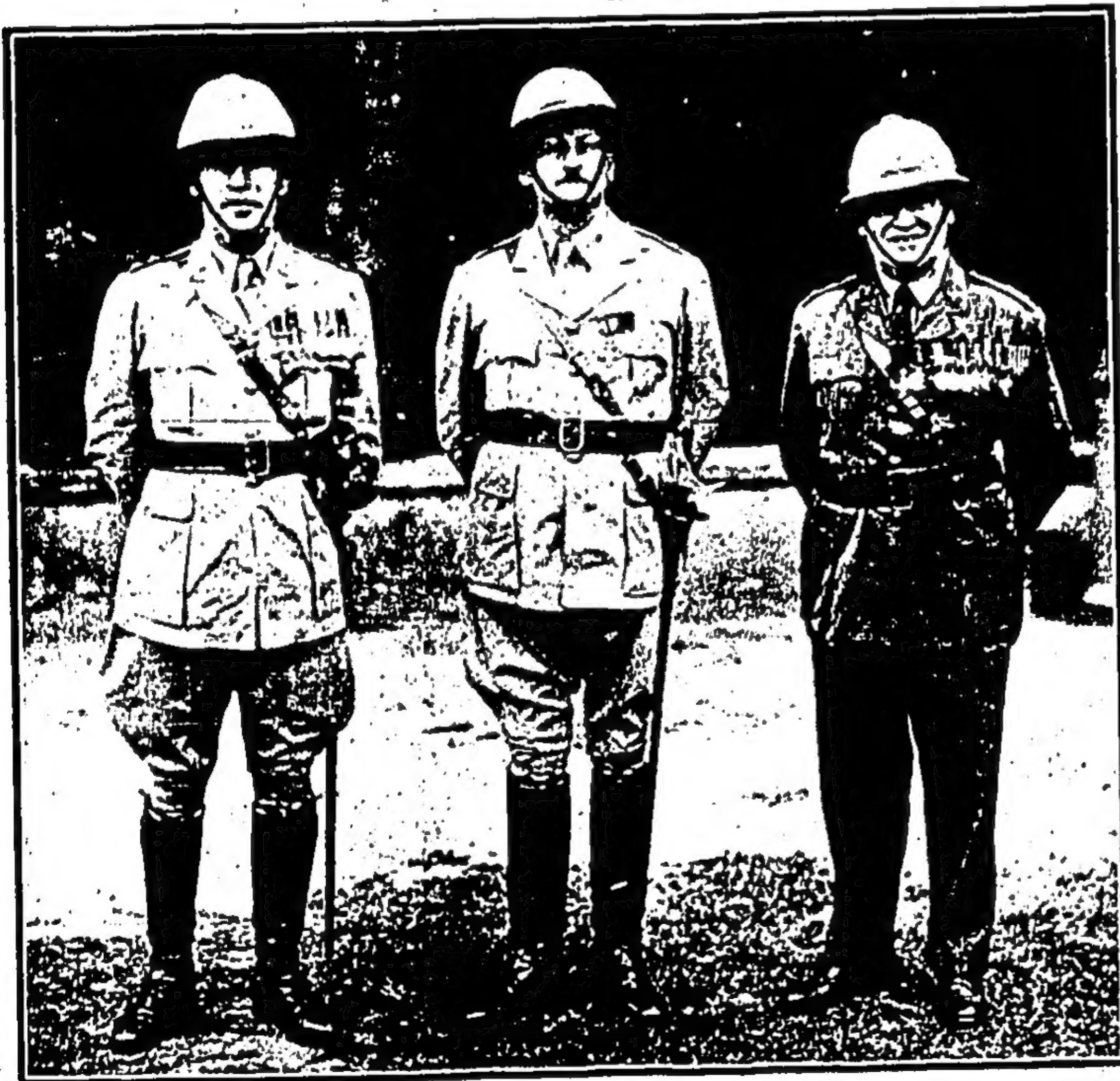
THE St. FRANCIS HOTEL.
 MODERN LOUNGES & RESTROOMS
 HIGH CLASS CATERING.
 UNDER THE PERSONAL SUPERVISION OF
ALPHONSE

PICTORIAL SUPPLEMENT

SATURDAY, OCTOBER 31, 1931.



Group taken at tea party by the Chinese Society of the Hongkong University in honour of two peace envoys, Mr. Tsai Yuen pei and Mr. Chang Chi. Mr. Fung Ping-fan, Chairman of the Society, is seated in centre. (Photo: A. Fong).



Major H. B. L. Dowbiggin was recently invested with the O.B.E. decoration at Government House. He is seen above, in centre, together with Lieut.-Col. L. G. Bird and Col. T. A. Robertson, who were his supporters at the investiture ceremony. (Photo: Ming Yuen Studio).



"Woodland Pool," the last nude to be painted by Miss Lillian Genth, sold to a private collector at a record price. Miss Genth passed through on the Malolo.



At Saturday's Races. Left, Brown Eyes (Mr. Y. T. Yung up), winner of the Bonham Handicap; right, Mrs. Priestley leading in a winner. (Photos: Mee Cheung).



"The Matador's Sweetheart," another study by Miss Lillian Genth



Good Day (Mr. Benham up), which paid his backers \$500 at Saturday's Races. (Photo: Mee Cheung).



A happy group of the staff and students of St. Stephen's College, taken on a hillside near the College at Stanley. (Photo: A. Fong).

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The supreme quality of Aquascutum Overcoats renders them secure from imitation.

They are guaranteed by a reputation maintained for over three quarters of a century, and are famous throughout the world.

Our Autumn Stocks are now available for your inspection.

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WHITEAWAYS CHRISTMAS CARDS

If you cannot meet them—

YOU CAN GREET THEM

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DO NOT FORGET YOUR FRIENDS

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CHRISTMAS.

Packets and Boxes of Assorted Cards

50 Cents to \$3.75

AUTOGRAPH GREETING CARDS

\$1.50 to \$2.50 Box

A nice selection of single Cards

10 Cents to \$1.00 each

Make Your Selection Early.

Whiteaway, Laidlaw & Co., Ltd.



The above group was taken at Shek-O on the occasion of the annual golf championship. H.E. (from left, while Lady Peel, who presented the prizes, is seated in centre. (Photo)



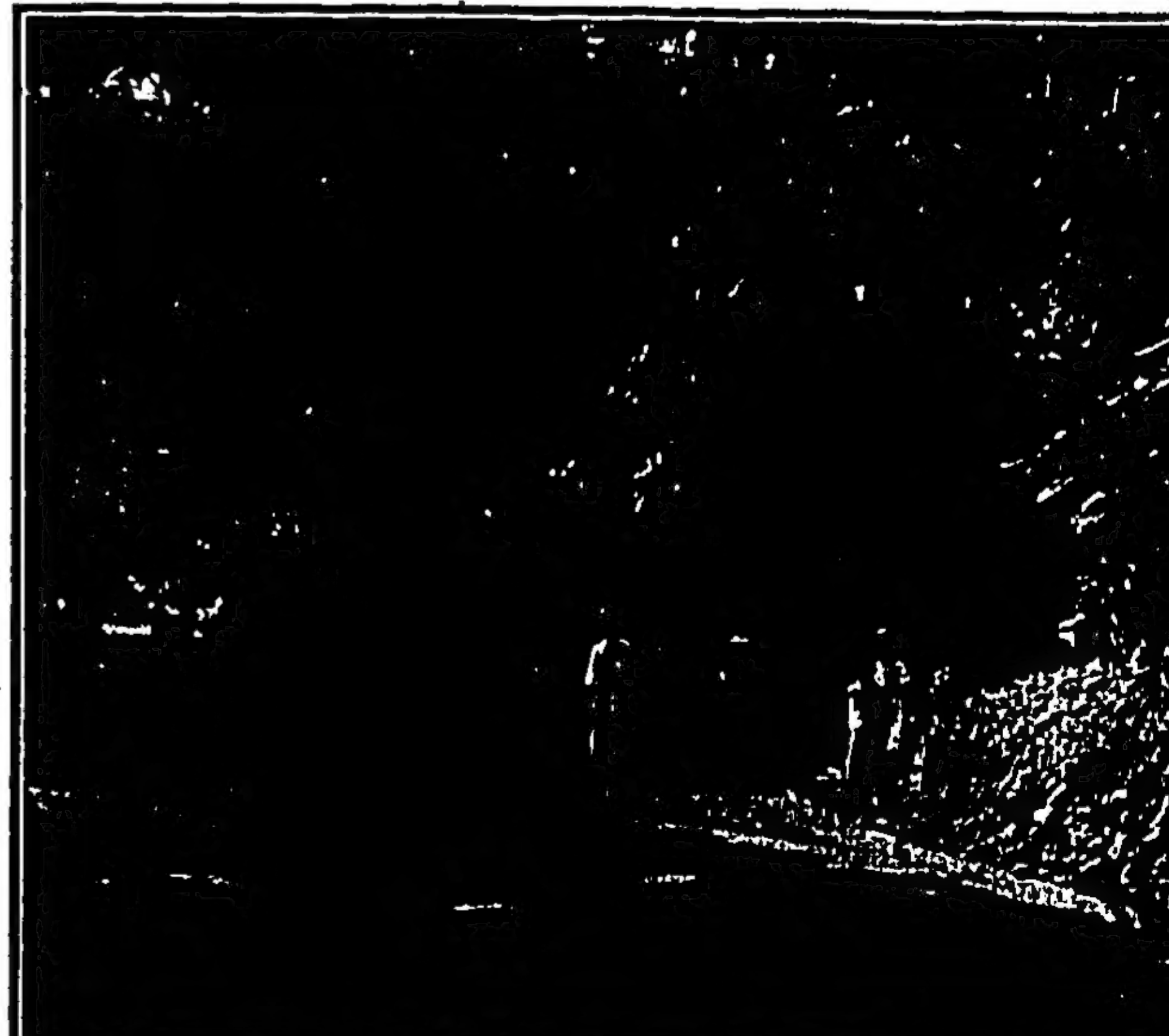
The departure of the Canton peace delegates at the Canton-Kowloon Railway Station, Taishtau. Top, Mr. Wang Ching-wei saying farewell to officials; bottom, crowds giving delegates a warm send-off. (Photos: Far East Pictorial Correspondents).



View from



An effective study taken at Repulse Bay, entered in our recent Amateur Photograph Competition by Mr. A. Crawford.



The lower road at Repulse Bay makes a most effective photograph, as The picture was entered in our recent competition by Mr. A. A.



The Governor is seen seated seventh from the left in the above picture. (Ming Yuen Studio.)



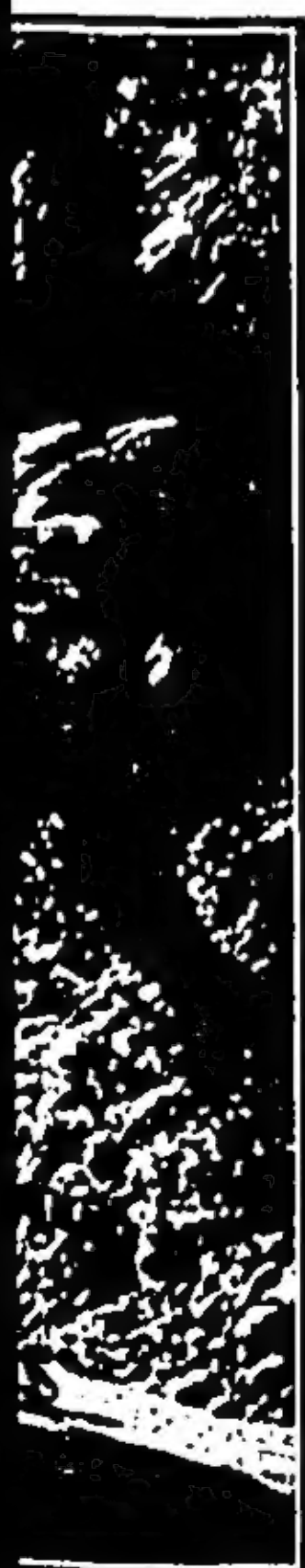
Sixty inmates of the Blind Home had an enjoyable outing to Shek-O recently, when they spent some hours on the beach, had tea and were handed gifts. The above pictures show some of the party, together with members of the Committee in charge.



Glencaly Ravine. This photograph was one of many entered in our recent amateur competition by "H.S."



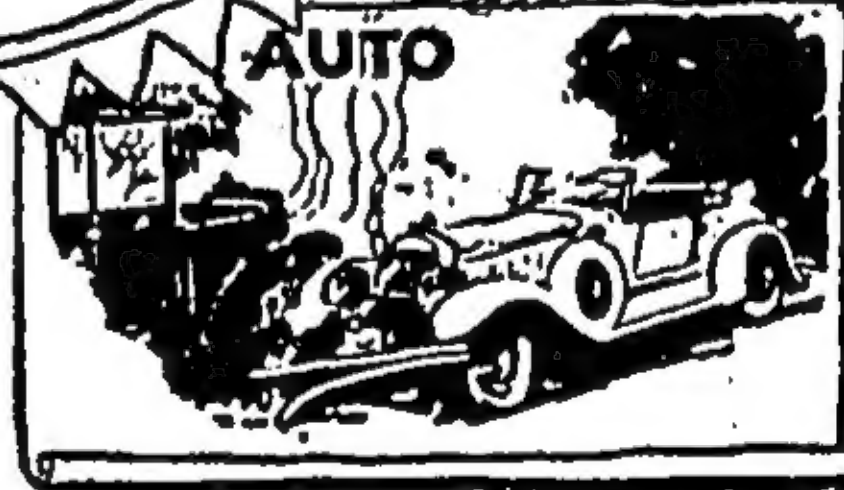
Further snapshots taken at Shek-O, showing the blind girls enjoying themselves on the rocks.



Wreaths being laid on the Cenotaph on Wednesday of last week, in commemoration of Nelson Day.



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Bridal group taken at the wedding, at Union Church, Kowloon, of Mr. Eric Woods and Miss Enid Grace Stephenson. (Photo: Tanaka Studio).



The wedding of Mr. Eric Sweet and Miss Martha Ramshaw took place at the St. Andrew's Church, Kowloon, recently, after which the above group was taken. (Photo: Tanaka Studio).



Left, Howe slipping the ball through the legs of Kowloon's goalkeeper in Saturday's game in which the H.K.F.C. lost, to score the first goal; right, a throw-in in the Club rugby trial last Saturday. (Photos: Meo Cheung).



These photographs were taken in the final of the Naval Yard lawn bowls competition for the Commodore's Shield. The match was played on the K.B.C. greens, the Engineering Department defeating the Construction Department by one shot.

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Be Like a Screen Star—Have Max Factor, Hollywood's Make-Up Genius, Create Your True Color Harmony in the Society Make-Up Ensemble, and Discover Hollywood's Magic Way to Beauty.

OUT of the motion picture world which is Hollywood comes the most revolutionary beauty discovery of the age—color harmony in make-up individualized for every type in blonde, brunette, redhead and brownette. Powder, rouge, lipstick, eyeshadow...the complete ensemble called Society Make-Up.

Created first for the stars of the screen by Max Factor, Hollywood's Make-Up Genius...Now you, yourself, may discover what wonders this new make-up will do.

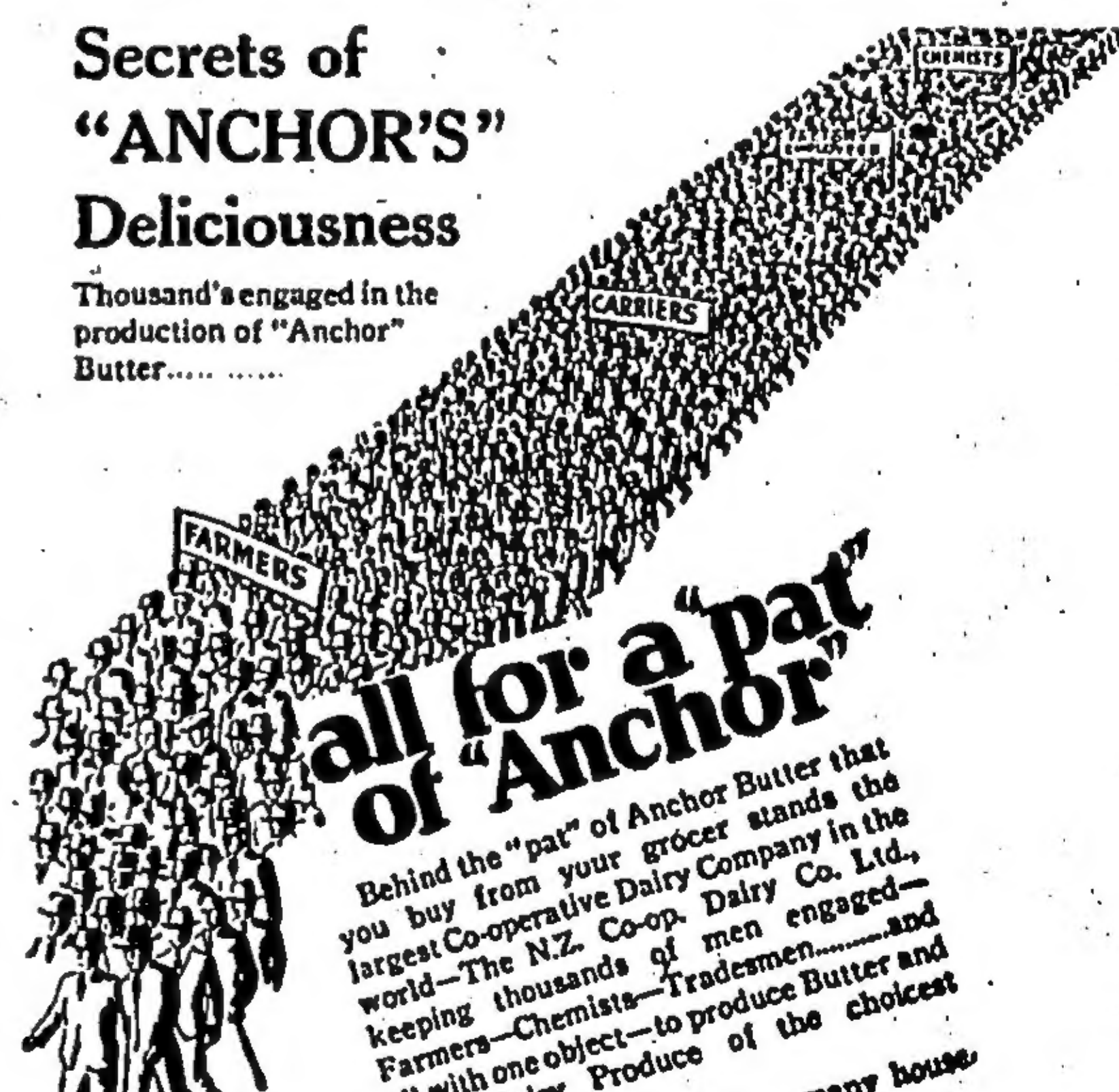
Before your very eyes, in hundreds of feature pictures, you have seen its magic influence in creating faultless beauty—for Max Factor's is used exclusively in all big Hollywood studios, and by 96% of all Hollywood's Screen Stars.

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ON SALE AT
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Thousands engaged in the
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Butter.....



**all for a pat
of "Anchor"**

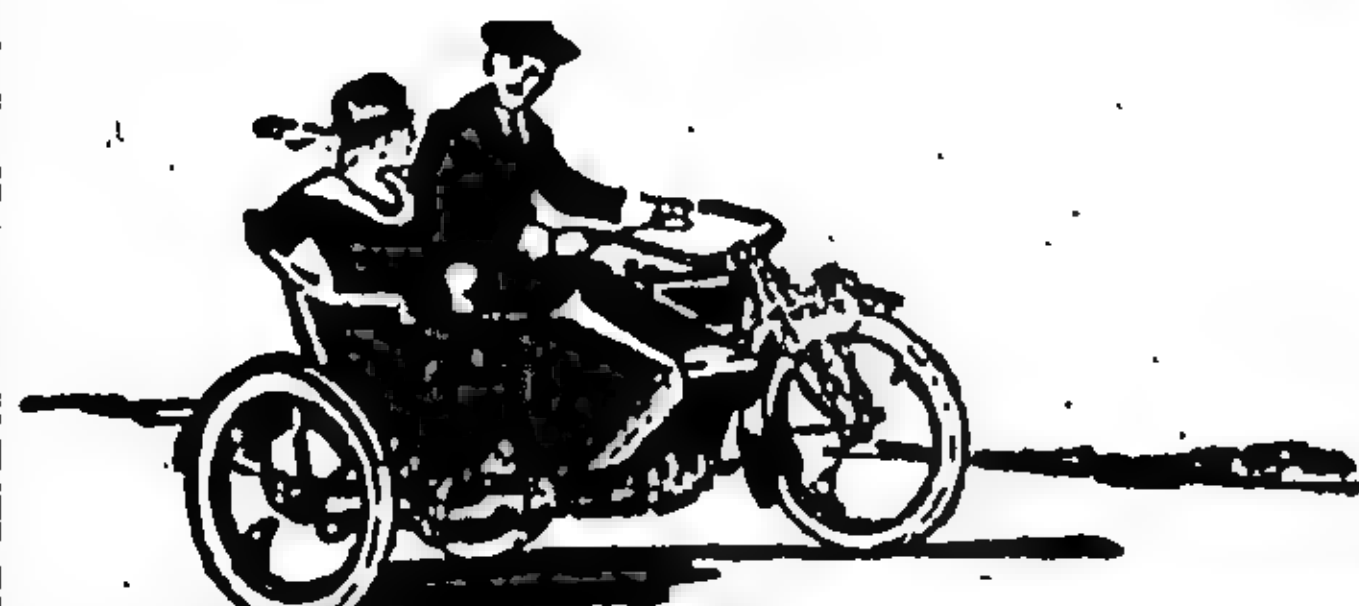
Behind the "pat" of Anchor Butter that you buy from your grocer stands the largest Co-operative Dairy Company in the world—The N.Z. Co-op. Dairy Co. Ltd., keeping thousands of men engaged—Farmers—Chemists—Tradesmen—and all with one object—to produce Butter and other Dairy Produce of the choicest quality.

Is it any wonder that so many housewives call it "The World's Best?"

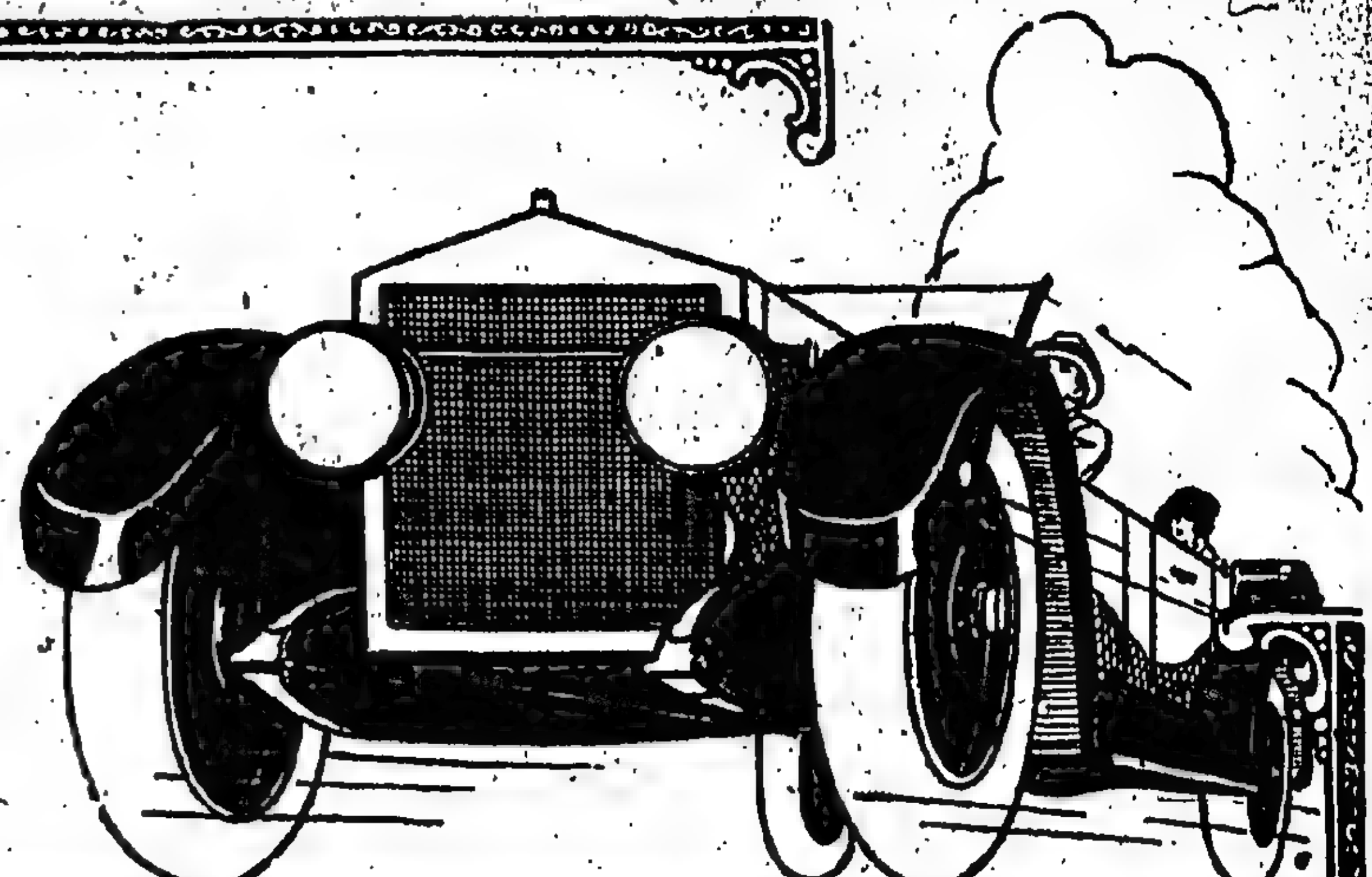
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Floor, Kowloon Branch—475,
Nathan Road.
(Next to Yau-mai School)

CURRENT COMMENT

Hongkong's Roads.
The spirited protests raised by unofficial members of the Legislative Council recently, against the Government's declared intention of economising in expenditure on roads, must have been read with the utmost satisfaction by the majority of local residents. The "penny wise, pound foolish" adage was aptly applied, and it is to be hoped that the plea made will not be disregarded. The Colony is proud of its roads, and resents a policy which is calculated to cause it to lose that pride. In the past, millions of dollars have been wisely spent in building and maintaining Hongkong's highways, and the Government cannot betray its trust and responsibility by not upholding the standard set in other days. The suggestion that bad times dictate economy even in the matter of public highways is all very well up to a point, but when neglect is confused with economy, it is high time that those responsible are reminded of their duty. As was capably shown, the Government derives a considerable revenue from roads in one way and another, and the whole of that revenue, with additional sums to supplement it where necessary, must be employed in the upkeep and further development of our roads.
Forward, Not Backward!
It would indeed be a sad state of affairs were the Colony to settle down to a state of sluggishness, to permit annual retard enterprise and progress under the misnomer of economy. If the Government does not show faith in the future, there must be still more vigorous protests raised by the Community until optimism takes the place of official pessimism. As has been emphasised in these notes before, every resident desires to see the Colony progress, and one of the signs of a progressive country or city is its highways. We do not suggest embarking on extravagant schemes for building roads, but we do urge that where advisable, work commenced shall be completed with the minimum of delay, and that maintenance shall be kept up at nothing less than the standard set in the past. It would be manifestly unfair on the taxpayers of the future to permit our roads to fall into a bad state of repair, thus saddling a future generation with an unwarranted expenditure in providing a remedy. In any case, we have a right to expect efficient roads up and down, and it is unfortunate that those in authority should even consider the question of cutting down such necessary expenditure.

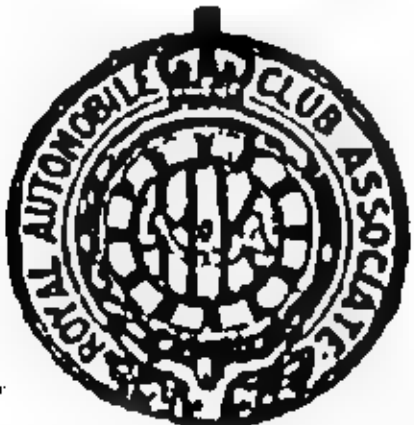
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Hon. Secretary.

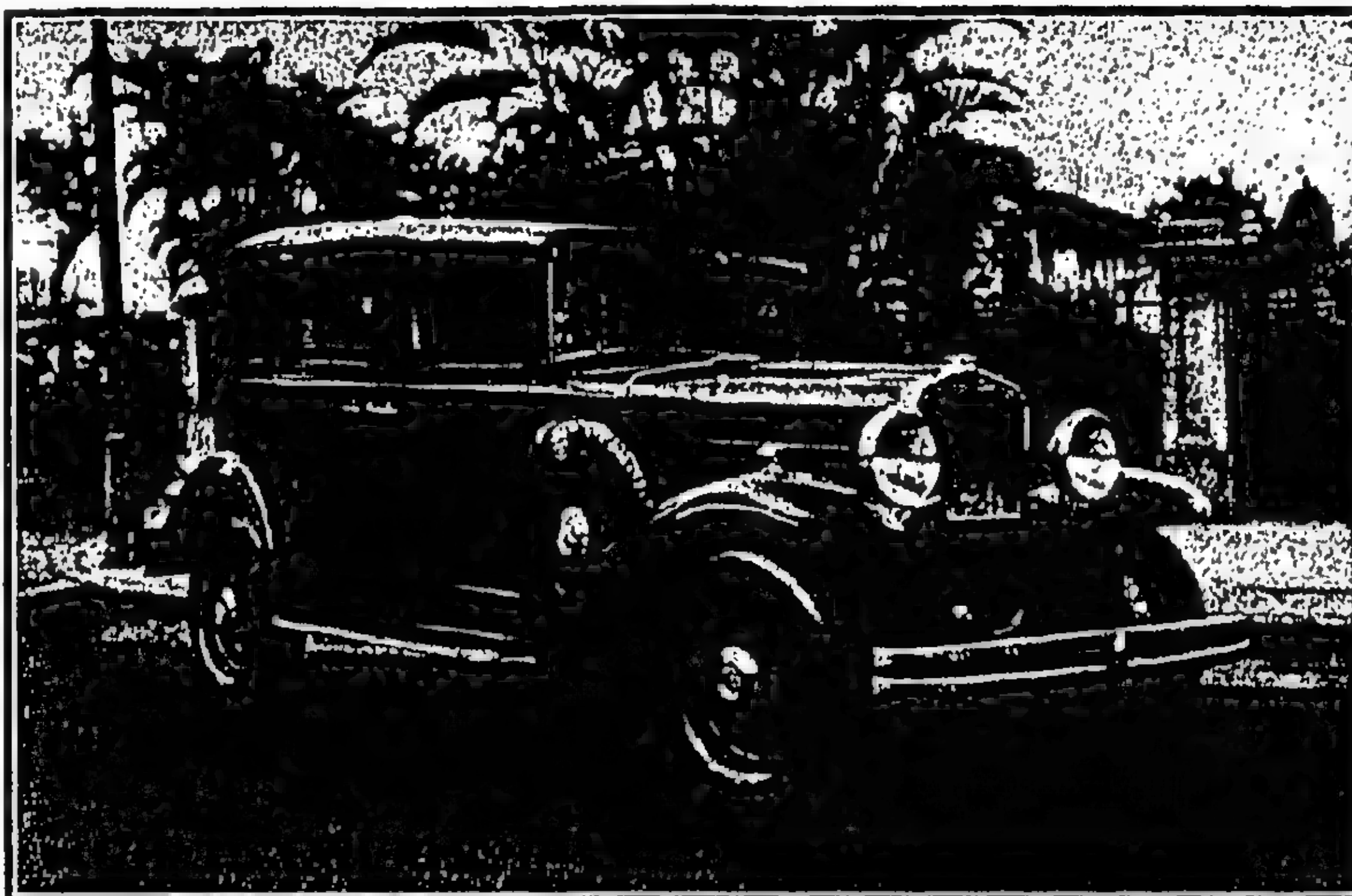
O/ o "Hongkong Telegraph".

USED CARS.

No Problem to French Dealers.

There's no used car problem in France.
On the contrary, the used automobile market here is a gold mine for dealers. They never get too old to sell and, like good French wines, they improve in price with age.
When a car becomes too shabby and rickety for one owner, it is sold to another, then, another, finally finding its way into the country where a peasant will use it for hauling crops to market.
A striking example of this is seen in the sale of 1000 old Renault taxis some years ago. These old "Battle of the Marne" cabs, after 18 years service, were fitted out with light bodies and sent into the country. They can be seen and heard in the outlying districts yet.
Prices Stay Up.
Prices asked for these near wrecks are astounding. They are just a fraction off the original price and it takes some dicker before the price can be wrangled down.
Most of the second-hand cars are sold through cleverly-worded ads in newspapers which describe the car.

THE NEW FIAT IN HONGKONG.



The above picture shows one of the new Fiat 522, 6-cylinder models. Built on attractive lines, with many interesting mechanical features, the new car offers excellent value. (Photo Mee Cheung).

BUY BRITISH!

Straight Talk From New Zealand.

The following extracts from the *Sutherland Times* of Invercargill, N.Z., give a strongly reasoned argument in favour of purchasing British vehicles:—
"That some people will display their appalling ignorance and disregard of facts by stating that British cars cannot stand up to the work given them by owners in New Zealand, is, in these enlightened times, amazing. Why, British cars have proved themselves in every trial to be able to withstand the heaviest work imposed upon them. Whenever there is a test of endurance and engineering skill, British vehicles lead the way. Sir Malcolm Campbell, that Englishman who has made the name, Britain, respected and honoured in motor car circles, has definitely proved that British engines and bodies are the finest in the world. His exploits on Daytona Beach are still talked about by those who occupy positions of responsibility in the motor engineering business.
"But apart altogether from the question of the superiority of the British product, he is a very poor Englishman, who in these troublesome times, advocates the purchasing of foreign goods. Yet there are persons in our midst who actually say, buy the foreign motor car, the product of my own kith and kin does not please me. I must have the mass produced automobile.
"As the position stands to-day, not one argument worth considering can be advanced in the favour of the foreign motor car. Every New Zealand person must realise that henceforth he must, now that the only sure markets for our products is Great Britain, talk British, think British, and buy British."

In typical French fashion, an "extraordinary" "exquisite" and "marvellous".
There is, however, a class of gentry corresponding to stock brokers who do nothing but establish contact between sellers and buyers.

Cafes Are Offices.
These men, for the most part, have no offices. They conduct their business from cafes, interviewing clients, answering phone calls and writing and receiving letters.
When a deal is consummated the broker collects his commission without even seeing the automobile which he was instrumental in selling.

BRITISH MOTOR INDUSTRY.

Marked Progress Reported.

In times of economic difficulty it may be useful to indulge in a little retrospection, not only because it helps to take the mind temporarily from the prevailing dark clouds, but because it provides the incentive to prepare still more effectively for the more fortunate times ahead.
The present year has been one of almost unparalleled trade depression, but it has been one that has seen the British Motor Industry virtually maintaining, and in some respects, extending its successes. Almost alone, amongst the important exporting industries of the world, has the British Motor Industry held the position in the home and export markets which, in its particular case, has only been secured by persistent and determined effort against difficulties which, but a few years ago, appeared to be almost insuperable.
The figures of British Motor Exports reflect, naturally, the world-wide economic position, but it is gratifying, nevertheless, to be able to report that they also show that the export position is becoming more stable, and that conditions in one or two important markets can no longer so materially affect the general position. Entry is slowly but surely being made in markets which were formerly almost, if not entirely, closed to British vehicles.
Seven Months' Figures.
For the seven months, January to July, 1931, the exports of British Motor Vehicles have amounted in number to 33,905.
Despite conditions, there is an almost every direction Overseas an increasing desire to satisfy their transport needs by the use of Motor Vehicles manufactured in Great Britain. Undoubtedly this was the most forceful example of the success at the hands of the Hon. G. W. Forbes, P.C., Prime Minister of New Zealand, who, on the occasion of a "Buy British" effort recently held in the Dominion, said: "In the past, in the motor industry, we have had difficulties in obtaining precisely the cars and trucks we require from home, but from my own experience I can say that there has been a remarkable change recently, and to-day there is a range of cars and trucks of all sizes and prices to suit New Zealand conditions. To those about to buy I would ask you to give full consideration to Britain's motor products. In helping them we help ourselves."
That the "Buy British" campaign is meeting with success in New Zealand is made clear by the import figures for 1930, which show that whilst, due to the prevailing depressed conditions common to all countries, British car imports declined by only 150, those of cars of other than British manufacture, dropped by 6,000.
Persistent propaganda and efforts to bring British vehicles prominently before the public have been made, particularly in Australia, New Zealand, South Africa, and South America.
All-British Show.
An All-British Show was recently held in Durban, the first to be held in South Africa, and proved so completely successful that it has been followed by a similar one at Cape Town. British Car Manufacturers were represented at the Durban Show by 41 exhibits, Commercial Vehicle Manufacturers by 16 exhibits, whilst Motor Cycles and Accessories were also exhibited. As a centre of attraction, the "Golden Arrow" was on view, the Exhibition being visited by over 11,000 people.
The record-breaking car of the late Sir Henry Segrave has proved a wonderfully popular attraction Overseas, and has brought the claims of British Engineering design and construction effectively to the notice of many thousands. In addition to the 11,000 visitors at Durban, the car was seen by over 66,000 in New Zealand, in addition to being a popular public attraction in Australia and South America.
Convincing Proof.
British cars have, throughout the year, been giving the most convincing proof of their ability to create records, commencing with Sir Malcolm Campbell's success at Daytona, and culminating, to date, with the British successes in the fastest and most spectacular Tourist Trophy Race on the Ards Circuit, near Belfast, when a British light car won at an average speed, for the 360 miles, of 67.90 m.p.h.
Almost each mail brings from

AND NOW FOR THE 1932 HARLEYS

OUR FIRST SHIPMENT
OF THE 1932 HARLEYS

IS ON THE WAY

PRICES
ARE
GREATLY
REDUCED!

BOOK
YOUR
TRIAL RUN
NOW!

MOTOR CAR OVERHAULING

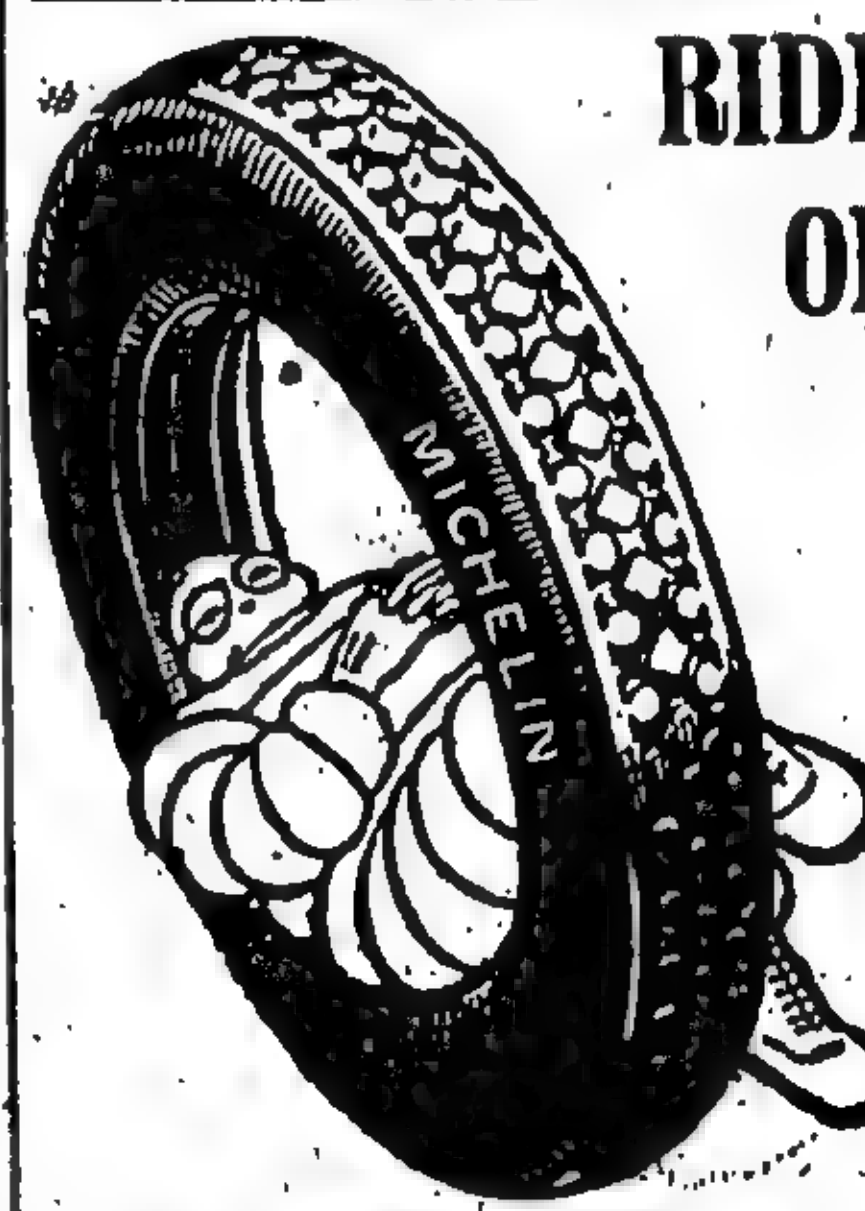
Bring your car in and we'll soon tell you what has to be done, and we'll prove by our estimate that our prices are as honest as our workmanship. Your job will be supervised by ("Gas") Gascon.

THE GASCON MOTOR CO.
2, Kwong Wah Road, Tel. 56242, Kowloon.

Your car need never Look Old



Obtainable from all Dealers—
HONGKONG MOTOR ACCESSORY CO.
Sole Distributors: Bank of Canton Building—



RIDE CONTENTEDLY ON MICHELINS

Distributors:
A. GOEKE & CO.
4th Floor,
China Building.

Depot
FIAT GARAGE
Tel. 22221.
Tel. 24821.



Overseas further evidence of the increasing interest being shown in British Motor Vehicles, as the public realises that the virtue of road transport must always ultimately be a matter of economy of operation, and the manufacturers at home are facing the future in a spirit of optimism, determined that, with a return to more normal world-trade conditions, the products of their factories shall, through their merits, and with the support and co-operation of Overseas Distributors and public, secure a position of pre-eminence in the Motor Markets of the world.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

DEAL DIRECT.

THORNYCROFT SIX-CYLINDER COACHES & OMNIBUSES MOTOR VEHICLES

Pioneer Manufacturers of Commercial Motor Vehicles



4 or 6 Wheels
4 or 6 Cylinders
30 Cwt. to 10 Ton Loads
20 to 70 Passengers

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Pioneer Building, Nathan Road, Kowloon.

TEL. 56752.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

HILLMAN'S STRONG PROGRAMME.

The Eight-Cylinder Vortic and the Six-Cylinder Wizard.

The Hillman Motor Car Co. Ltd., of Coventry, announce a very strong programme for the forthcoming season. The Wizard and the Vortic are of course leading features, and no radical changes have been made in their main design. The Vortic has attracted a large number of friends by the remarkably fine performance of its highly developed eight-cylinder engine, and at its new price of £375 it bids fair to become one of the most popular among quality cars. Several important detail improvements have been made to the bodywork of the Vortic, and a new Sports Saloon has been introduced.

As regards the Wizard, no alterations are to be made either in price or specification, and for a car to have achieved such success and popularity in so short a time is abundant proof of the correctness of its advanced design.

In addition, there will later be announced a third model, a small car which will in its way be as outstanding as the Wizard and the Vortic, but of which no particulars are available at the present moment.

Hillman factory methods and equipment have undergone a vast amount of improvement during the past twelve months: indeed, it can practically be said that a new "inside" to the works has been installed. The most modern machine tools, the most up-to-date ideas in lay-out and flow system of production have placed Hillman in the front rank of scientific motor-car manufacturers. Thus behind the new season's models are factors which are of utmost importance, and which guarantee still higher quality in every Hillman product.

The Astonishing Vortic.

Eight-cylinder motoring has a special charm: indeed, the smooth flow of power from a really good eight-cylinder engine must be experienced to be believed. In the latest Vortic this quality is brought out in really surprising fashion for the lengthy experience the Hillman Company have had in the manufacture of eight-cylinder engines has provided them with unique data of which the fullest

possible use has been made. It will be remembered that the Vortic was introduced last year, and immediately created the very greatest interest by virtue of its impressive road performance. During the intervening period this has been improved still further, and the latest Vortic is a car that combines sweetness and smoothness of running with a marked degree of vigorous acceleration and speed. Special attention to the design of cylinder head, valve gear and pistons has largely brought about this high pitch of excellence.

To the mechanical perfection of the Vortic has been added new beauty and luxury in the bodywork. The interior of the 6-seater Saloon has been greatly improved by the use of high quality upholstery; by the redesigning of the rear seat, which now has a pull-down arm rest in the middle, and by the fitting of independent bucket seats to the front (although the former single-piece seat can still be supplied if preferred). Thus the Vortic saloon at its new price of £375 is a really remarkable proposition.

New Vortic Sports Saloon.

An entirely new model is the Vortic Sports Saloon, which has, as the name implies, a close-coupled saloon body: the lines are extremely attractive, with built-in trunk in the tail and four doors. The body is metal panelled and is beautifully finished internally: a sliding roof is also a feature of the specification. It is offered in a range of very pleasing colour schemes and is priced at £405.

The Successful Wizard.

In the few short months during which the Wizard has been on the market it has met with phenomenal success. Nearly 3,000 cars have been produced and sold since its comparatively recent debut at the Royal Albert Hall, and from every part not only of Great Britain but of the world have come the most satisfactory reports of its behaviour under all kinds of gruelling conditions. That there are to be no changes in its specification or price is therefore perfectly natural. In-

A TALL STORY.

"No Parking Allowed."

One of the most remarkable features of that truly remarkable car, the Hillman Wizard, is its performance in top gear. It really is a fact that one can do practically anything on top, from a crawl to well over a mile a minute, and on hills, too, one seldom has to change down even to the silent third.

A remarkable incident which occurred recently illustrates very strikingly this top gear proficiency. A salesman was driving a Wizard Saloon on the front at Torquay, and with a view to demonstrating the exceptionally slow speed in top gear of which the car was capable, was crawling along close to the kerb. Suddenly, to his surprise, he heard a policeman shout "Hill you can't park your car here."

On looking round him the salesman saw that pedestrians going in the same direction were actually passing them easily, and the policeman had honestly thought they had stopped. The truth of this story is vouched for by Mr. Toke of the Imperial Garage, Paignton.

deed, the only new departure is that wire wheels can now be supplied in colour!

A leading feature of the Wizard is, of course, the alternative engine sizes, either "65" model (16 h.p.) or "75" (21 h.p.) being available at the same price. The power unit is a six-cylinder, of side-valve design, which endows this car with a magnificent top gear performance. The remarkable efficiency of the springing and the roominess of the body are other noteworthy points. The Hillman Company are proud of the amazing volume of congratulatory letters which they have received from enthusiastic owners of Wizards, among whom are to be found a strikingly large number of distinguished names.

The safety glass used on all Hillman models is Triplex, and another feature which should be mentioned is the fact that right or left hand steering is available at option; the latter is, of course, for use in countries where the rule of the road is to keep to the right.



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1. Test battery with hydrometer.
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Stop at our station regularly—let us take care of your battery and it will last much longer.

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THE
DRAGON MOTOR CAR CO., LTD.
33, Wong Nei Chung Road, Happy Valley,
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WHY SUCH POPULARITY?

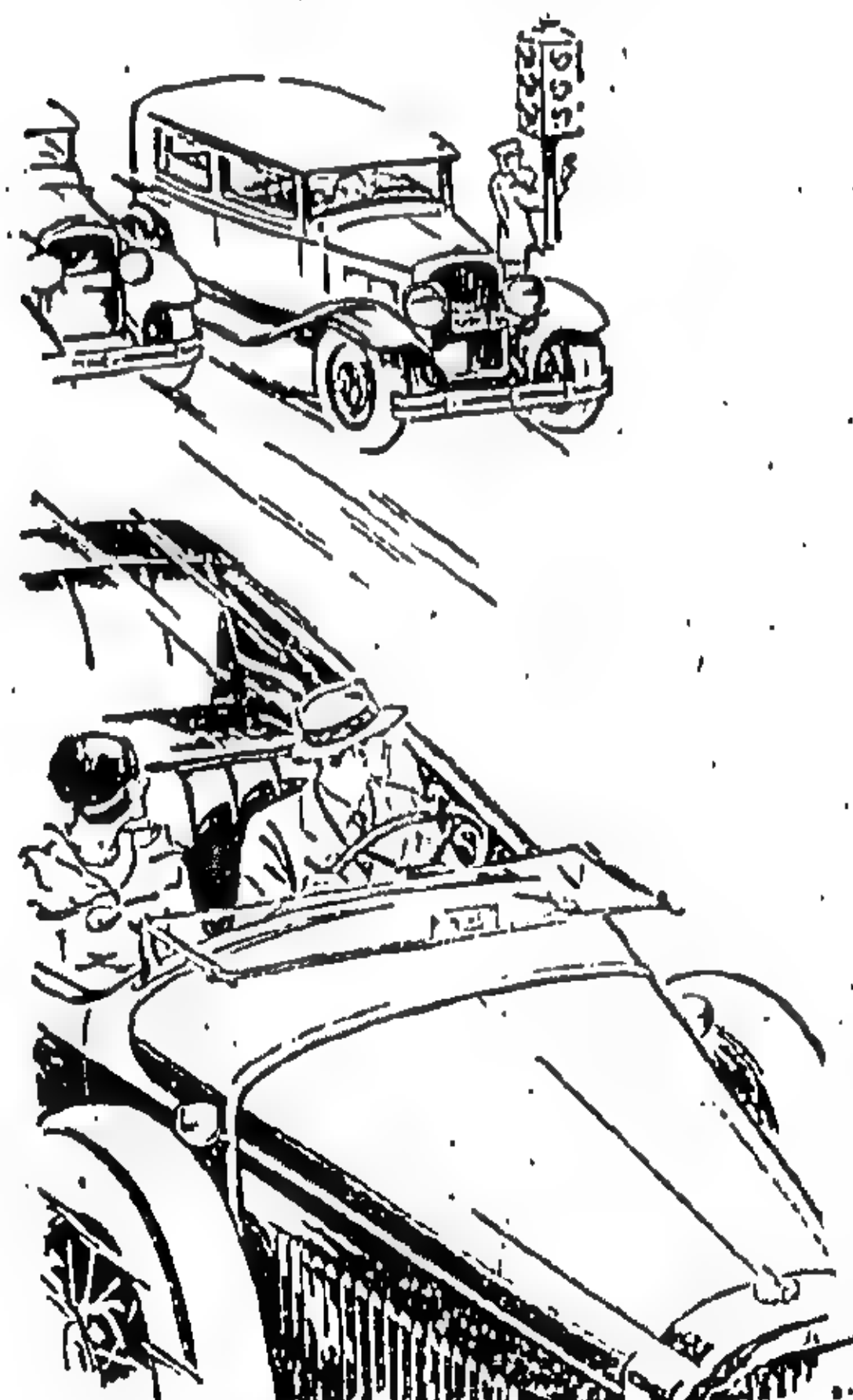
UNLESS you are a Buick owner you probably wonder why the Buick Eight enjoys such tremendous popularity everywhere.

The answer is simple. Just drive the Eight as Buick builds it.

Notice how quietly and gracefully it glides through slow-moving traffic. How quickly and eagerly it responds to the accelerator when you want real speed. How easily and noiselessly the gears shift. How roomy and comfortable it is.

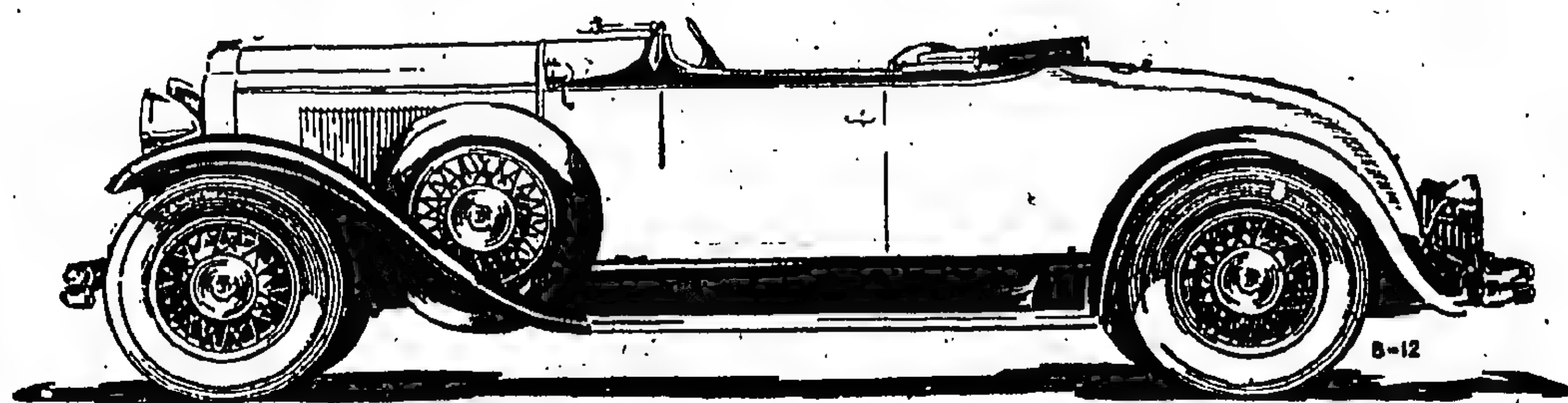
You can relax and enjoy life in its beautiful and luxurious Fisher Body. And as for motoring excellence... Buick's thrilling performance knows no peer.

That's why more than 50 out of every 100 men and women who buy cars in Buick's wide price range choose the Eight as only Buick Builds It.



The New **Buick**

The Eight with Buick's Prestige



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33, WONG NEI CHUNG ROAD.

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PRODUCT OF GENERAL MOTORS

522 FIAT

THE NEW 6 CYLINDER

HAS ARRIVED AND IS SELLING AT A REMARKABLY LOW PRICE.

Most brilliant on hills and in acceleration thanks to generous engine power and limited weight.

- ...Hydraulic brakes
- ...Silent third
- ...Speed over 62 miles per hour
- ...Low slung frame
- ...New body lines

Each car equipped as follows without extra charge—Wire wheels—two spare wheels and tyres—leather upholstery—safety glass—special lights on mudguards—stoplight, driving mirror and windscreen wiper.

ARRANGE AN EARLY DEMONSTRATION!

AGENTS:

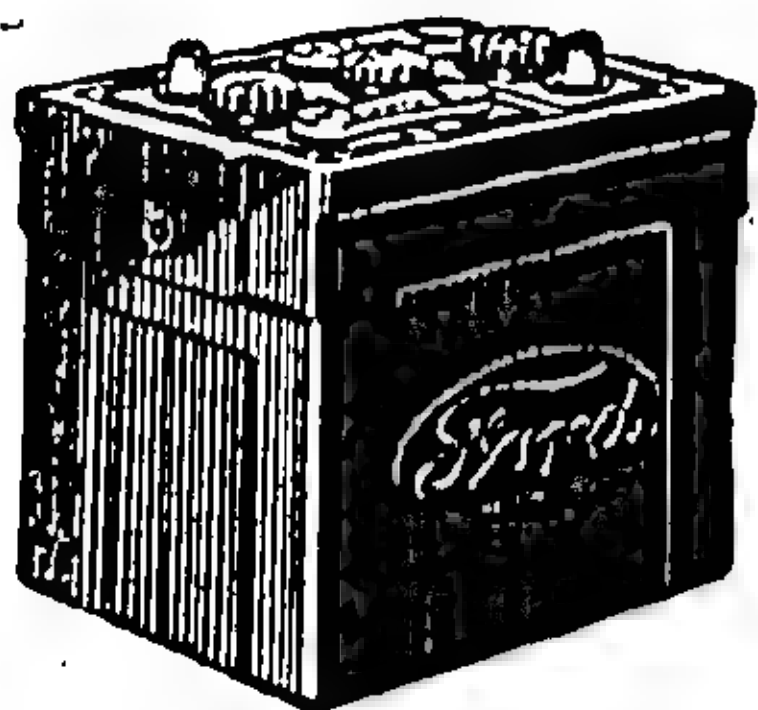
A. GOEKE & CO.

For Service:
FIAT GARAGE:
350, Hennessy Road.
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An excellent Value . . . the Ford battery



The price of the Ford Battery is \$37.50 less the allowance we make on your old battery. It is a 13-plate battery, 6 volt, 80 ampere-hour. It is made throughout of finest materials, with skilled workmanship. Rigidly tested and fully guaranteed. Come in and let us install one of these reliable, long-life batteries in your car.

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Can be used on practically all makes of cars
Ideal for radio purposes

WALLACE HARPER & CO., LTD.

745, Nathan Road, Mongkok, Kowloon.

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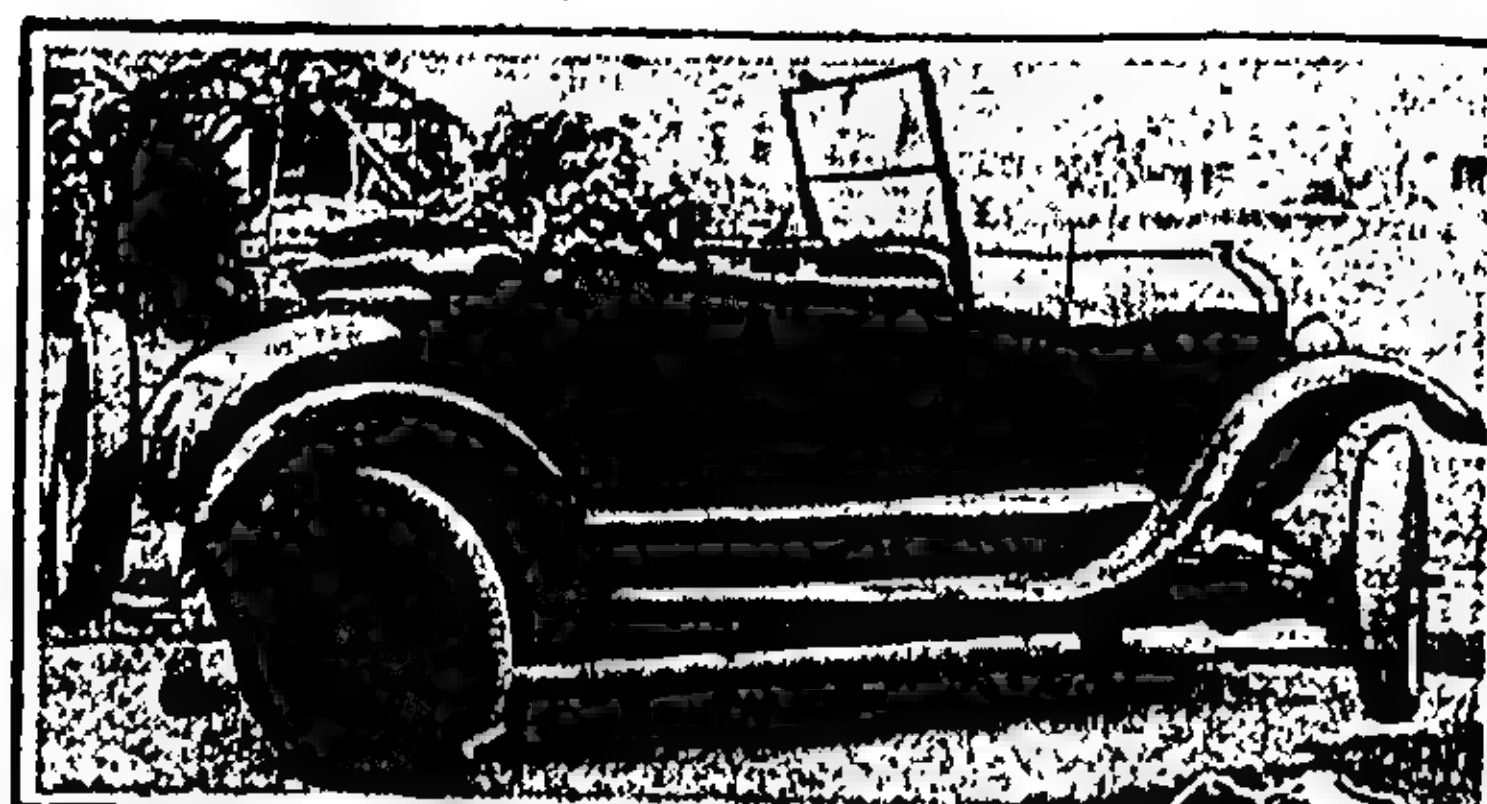


FORD MOTOR CO., EXPORTS, INC.

Shanghai.

Over twenty million Fords have been sold

FREAK CAR DOES ALL BUT DANCE!



At top is a view of Erik Kjerp's odd car, showing how both front and rear wheels turn. Lower left is a closeup of the complicated chain-drive at the rear. A sketch of Kjerp is shown at right.

An automobile which will go sideways as well as forward and backward has been built by Erik Kjerp, blacksmith of Pontiac, Michigan.

Through a complicated arrangement of drive shafts, gears and chains Kjerp has taken an old car and has fixed it up so that it is powered and steered on all four wheels. It can move at a 60-degree angle, turn in its own length, and can leave any line of traffic to "slide" over to a curb.

The transmission of the old car was left unchanged, but a radical change was made in the drive shaft. One drive shaft extends from the transmission to a gear box in front of the rear axle. The rear wheels are driven from this box. A second shaft runs from this box to drive the front wheels.

Kjerp has given his side movement and sharp turning feature to his car by a special set of gears which he had cut at a cost of \$250 most of his lifetime's savings!

VERY MUCH IN IT

Surveys show that women buy about half the automobiles sold in America, drive more than half the time and buy from one-third to one-half the gasoline, oil and service sold.

THIS PETROL CONSUMPTION.

Wise Words on Vaporisation.

[By W. Gordon Aston.]

The last thing in the world that a sensible motorist will ever do is to monkey with his carburettor. But it must be admitted that the temptation to do so is very strong. In the heart of every one of us there is the instinct to try and dodge any form of direct taxation. When, therefore, the Chancellor of the Exchequer claps an extra duty upon so-called "petrol," we naturally revolve schemes whereby we can get our own back. Obviously if we can increase our mileage per gallon by, say, 20 per cent., we can regard the tax as cancelled out. But the question is, can we do so?

And I fear that the only possible answer is in the negative.

A Good Compromise.

Of all engineering products the carburettor is perhaps the best example of a compromise. It has to fulfil so many functions, some of which are almost incompatible. It must give a ready start, it must afford smart acceleration, it must yield the highest possible maximum speed, and it must be economical in the matter of mileage to the gallon.

Now, a very little thought will show that it cannot do all these things quite perfectly. This fact the maker of the car knows very well, and so he sends out his product with the carburettor adjusted to give the best all-round results. This is a matter in which he is guided by long and varied experience.

It is a case of one quality being at issue with another. Supposing that you are chiefly interested in maximum "all-out" speed, you can probably attain your end by the use of a very slightly rich mixture. This, however, will infallibly imply that your mileage per gallon is decreased.

If, on the other hand, you are keen to get the maximum mileage

per gallon, you must be prepared to sacrifice a certain amount of both speed and acceleration. But, even so, the proposition is a poor one.

Use a Normal Mixture.

The only people who can afford to employ a mixture weaker than normal (normal being that mixture which the car manufacturer "thinks best") are those who live in absolutely flat country. It is a literal fact that if you do most of your running over give-and-take roads, a mixture on the weak side will prove to be anything but economical.

It will mean that the power of the engine is reduced, so that the hill-climbing abilities of the car on top gear are seriously impaired. Tests have shown that if you have to drop down to second, then at a given speed (say, twenty miles an hour) your petrol consumption will be almost double what it is on top gear, so that any advantage that you may think you are gaining on the level is quickly nullified.

As a matter of strict fact you do not gain anything to speak of on the level, unless you are so fortunate as to use utterly deserted roads. In the ordinary course of events motoring is a long series of decelerations and accelerations. Undoubtedly that car which has a quick get-away is not only the nicest to drive, but what is very much to the point, will average well without the driver having recourse to maximum speed.

Aiming at Real Economy.

To get real economy in a carburettor, and incidentally to get the best out of your car, the thing to aim at is, first and foremost, good acceleration, which is the same as to say the maximum top-gear speed. This may involve a very, very trifling additional amount of fuel consumption, but it

is well worth while. Good acceleration is not only a factor of enjoyment, it is also a valuable factor of safety.

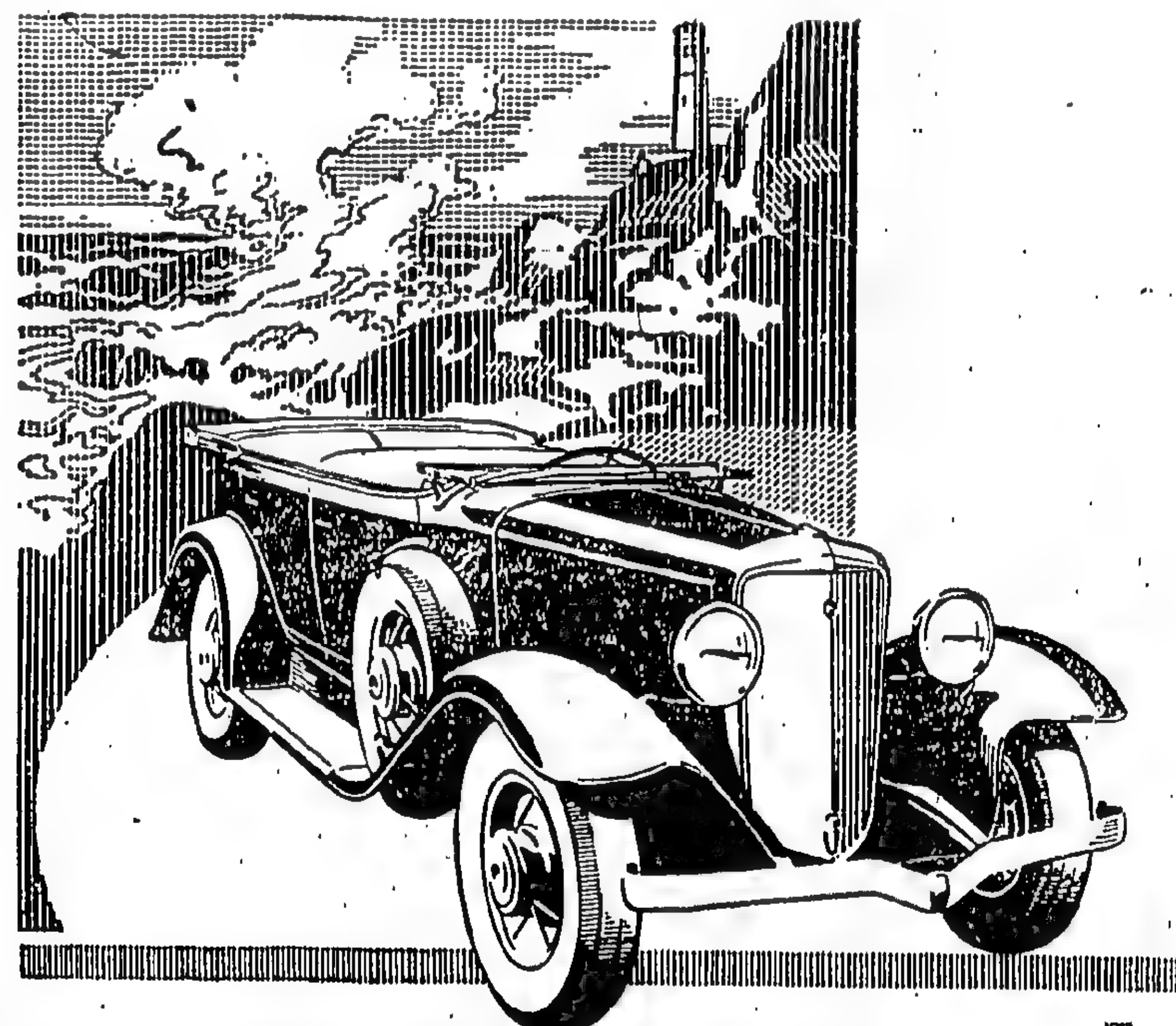
In regard to these matters I came across a rather striking instance last year. One whom I met in the wilds of Wales, who like myself was exploring deserted and, therefore, intensely interesting by-ways complained that his engine was always ready to balk upon the least excuse. So much so, indeed, that part of his essential impedimenta was a couple of gallons of spare water.

This struck me as all wrong, for this particular make of car is not by nature a boiler. Having little else to do on a non-fishing day, I attempted to investigate the matter. I had suspected an ultra-rich mixture, but a piece of paper held near the mouth of the exhaust pipe clearly showed this assumption was incorrect.

In point of truth, the very reverse was the case. The mixture had been set so "lean" that the engine demanded a gear change on the most miserable gradient. A more reasonable adjustment of the jet was tried, whereupon the boiling trouble ceased. And a point not to be forgotten is that the consumption was not increased.

Sub rosa, this my acquaintance admitted that in a moment of enthusiasm and folly he had interfered with his carburettor. I submitted this question to him: "Do you imagine that you, with your one car, know more about carburetion than people who are handling many hundreds of cars every week?" To this he could return no reply; so I rubbed it in with the remark that the car constructor of to-day only gains success on the basis of wisdom, and the beginner of that wisdom is that he must give his customer satisfaction. In the matter of carburetion he certainly does so. And that is why I recommend every car owner to trust the expert knowledge of the maker and to leave his carburettor severely alone.

WHY WILLYS LEADS IN VALUE



free wheeling brilliance--at low cost!

ALL the brilliance of performance, the driving thrills, the restful riding of costly cars, are yours to enjoy at a very low price in this powerful free wheeling Studebaker Six. This is free wheeling as Studebaker introduced it—as it was adopted by Pierce-Arrow and Lincoln. This is free wheeling at its finest. It saves 15% to 20% in petrol and oil, because you glide two miles out of ten without engine effort. Each time you take the wheel, you find a fresh and enjoyable motoring sensation awaiting you. And at such a low cost! We invite you for a trial run—today.

All new series Studebakers have Free Wheeling with one gear change lever—engineered as an integral part of the chassis.

THE HONG KONG HOTEL GARAGE
STUBBS ROAD.

The Hong Kong & Shanghai Hotels, Ltd.
(Incorporated in Hongkong)

STUDEBAKER

Free wheeling control

Slanting windshield—Glare proof from following cars.

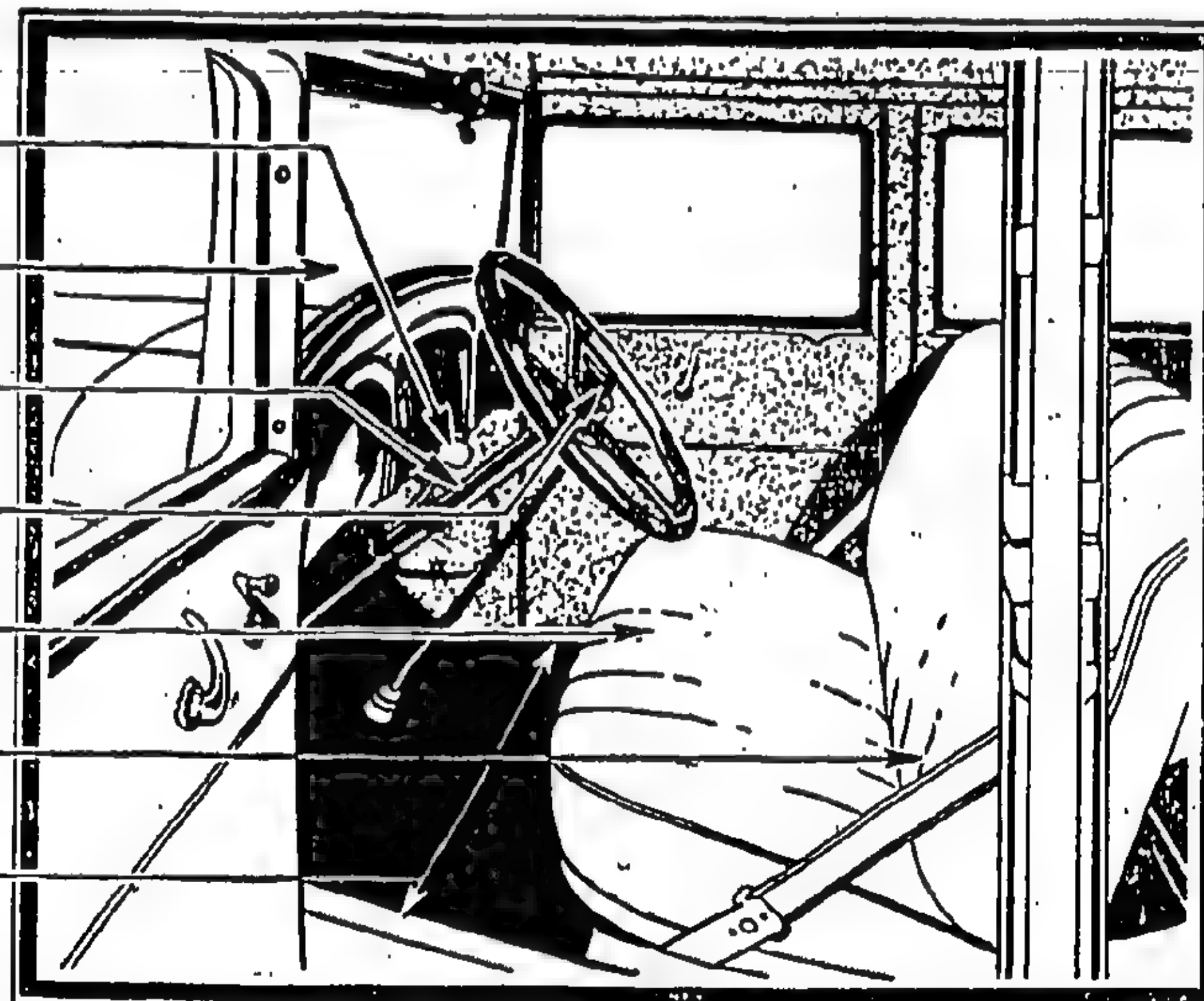
Adjustable Steering Post.

Finger-Tip Control.

Entire seat is movable.

Adjustable back.

Spacecraft controls providing ample entrance from both sides of car.



Interior View of Willys-Knight Model 95

Free Wheeling is available with its greater riding comfort, easier gear shifting, and PETROL AND OIL ECONOMY.

Safety glass available in all windows and windshields.

Six cylinder Willys-Knight 60 H. P. four-point suspension, rubber insulated engine.

Longer wheelbase—113 inches. Wide tread 53 1/2 inches.

Driving seat and back are adjustable to the angle

that suits you best. More spacious interiors, more floor space, easy access from either door.

Finger-Tip control—a single button at the centre of the steering wheel starts the motor, operates lights, sounds the horn.

Float-Oil suction device to use only clean oil from the top of the supply in the crankcase.

Six wire wheels, adjustable steering post.

Four wheel Duo-Servo internal expanding brakes, cable and conduit control.

CARS, TRUCKS, BUSES

(All prices and specifications subject to change without notice)

Agents:

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Telephone 28011.

Garage and Service Station:

"DURO" MOTOR CO., LTD.
132, Nathan Road, Kowloon.
Telephone 57226.

WILLYS-OVERLAND FINE MOTOR CARS

CYLINDER WEAR.

Causes Many Troubles.

USEFUL HINTS.

[By Israel Klein.]

After an automobile has been driven a considerable distance, one of the most annoying and costly difficulties arises from worn cylinders.

The condition is revealed by a persistent slap of the pistons, particularly when the engine is cold, when it idles or when it pulls the car up a hill or in acceleration.

Piston slap is due to the increase of clearance between piston and cylinder and the resultant throwing of the piston from one side to the other with each turn of the crankshaft.

Ordinarily a piston has to have a clearance of about one one-thousandth of an inch to each inch of cylinder bore. The ordinary piston clearance therefore is about three to four one-thousandths of an inch. This permits the piston to move up and down the cylinder with ease, while it is cold and there is little or no lubrication. It also permits expansion of the piston under the terrific heat that arises in the cylinder head.

After running the car several thousand miles, however, the cylinder sides have worn down sometimes to almost twice the original clearance, giving the pistons more play. During all this time, also, the throw of the crankshaft has buried the pistons on the upstroke to the other side of the cylinders.

As a result, each cylinder is worn down to an oval shape, running cross-wise of the engine.

When the engine is cold and there is little or no oil along the cylinder walls, the pistons have more clearance and therefore are liable to slap harder and more audibly. As soon as the oil gets up, it takes up some of this clearance as a lubricating film, and when the engine gets hot it expands both piston and cylinder enough to take up much of the remaining space and so minimize the slap.

A temporary relief for piston slapping is use of a heavy oil in the crankcase. But this does not do away with the noise at the beginning of a drive, or when the motor is idling or pulling the car against a load. Furthermore it is quite costly and uses up a great amount of oil.

The only solution for this trouble is to have the cylinders rebored to a perfect round and install oversize pistons to fit the enlarged cylinders more snugly. Sometimes installation of oversize piston rings will help somewhat, but not very long.

If the motorist is not certain whether the knock he hears is a piston slap, there are two ways to settle the question. One is the measure of oil that is used.

Because of the greater clearance between piston and cylinder, the lubricating oil will escape more easily past pistons and rings into the combustion chambers. Burning of that oil causes a heavy black smoke to appear in the exhaust.

Watch the exhaust, therefore, and also not the increase in oil consumption.

The other check on piston slap is to remove the cap over the oil filler tube and listen at the opening there while the engine is idling. If the pistons have too much clearance, there will be the sound of each puff of gas as it escapes past them.

THE FIAT 522.

First Models Create Good Impression Here.

STYLISH BUILD.

During the week a representative of *The Hongkong Telegraph* was accorded an opportunity of taking a trial spin in one of the new Fiat 522 models, a smartly designed 6-cylinder limousine. The engine has the same cylinder dimensions and many of the mechanical features of the 521, but it is more powerful, from 50 h.p. the output has been increased to 55 h.p. without increasing fuel consumption. Indeed, reducing it by the fact that the weight of the car has been decreased through the use of specially selected, high resistance materials and careful design.

At the same time, the car is faster (giving over 62 miles per hour with ease), more lively and flexible. Stability, even at highest speeds has been substantially improved by lowering the centre of gravity and by increasing the wheel track which is now 4ft. 9ins. The new gear-box, which retains the fourth speed in direct drive, has been equipped with a silent third through which constant mesh helical gears, and a special engagement device—for the third and fourth speeds—simplifies to the utmost the use of the gear-box. These arrangements make the car extremely easy and pleasant to drive and allow a better utilisation of the available power under all conditions of service. In intense city traffic, the silent third can be kept continually in mesh, thus giving a rapid acceleration, whilst on the open road, the easily engaged silent third, even at high engine speeds, allows of easy and safe driving on hills, bends, or when overtaking.

There are a number of features deserving of mention, such as all controls on the steering wheel, various innovations of design, sliding front seats, safety glass, but pressure on our space prevents a more detailed description. It can truthfully be said that the new Fiat 522 is an excellent vehicle from every angle. The body work is most attractive, and the exceedingly smooth flow of power makes riding a pleasure. Messrs. A. Goeke & Co. of China Building are agents, and motorists desiring to arrange for a trial spin, should communicate with them. Before concluding, it must be mentioned that the price is exceptionally low for a car of this class.

PARK SPEED LIMITS.

Commenting upon an increase in the number of summonses for exceeding the speed limit of 20 m.p.h. in the Royal Parks, Mr. H. Halkett, the Marylebone magistrate, said that it was remarkable that since the abolition of the general speed limit the police were more zealous in enforcing park speed regulations. He appealed to a police inspector for enlightenment as to why the police had previously taken no action when motorists had not exceeded 30 m.p.h., but no explanation was forthcoming.

GETTING HEAVY.

Taxes levied on motor cars in the United States last year amounted to 18.3 per cent. of their valuation, the American Automobile Association reports.

MOTOR MODES.

Shape of the Car of the Future.

ENGINE IN REAR.

[By Chiltern.]

Olympia opens its doors to the British car show next month, and the Grand Palais, Paris, does the same for the French and Continental makes.

It is not definitely settled yet—though it is under consideration—whether "the car of the future" will be shown at either exhibition.

Will it be the German, Dr. Rumpler, rear-driven car built on full air streamlining principles, or the British example, designed by Sir Dennis Burney—such as the Prince has been driving—embodying full aerodynamic and aerodynamic lessons?

If neither of these is seen in London or Paris there will be on view at the Montigny track near about the time of the Paris show what is the nearest approach to a full "aero" designed saloon it is possible to get with the engine in front.

This car may mark the beginning of the end of the engine-in-front type which has ruled for 25 years or more.

The Car Described.

This saloon, with a power unit of three litres, roughly 24 h.p., is so low built that the roof does not come higher than an average man's shoulder. It has no mudguards; the entire outside has no excesses to retard progress; it is blunt-nosed, with the headlamps inside a sort of radiator guard, and the air stream passes through the body shell to louvres at the rear of the saloon body.

It is expected to average 125 m.p.h. for 24 hours and to beat a French car record held now for three or four years. It will be driven by two famous British motorists. This car and the Rumpler and Burney are the positive evidence of the revolution in design experimented with for the past five years in America, Germany, Britain, France and Italy.

The Body Form.

Enthusiasts say that these cars will revolutionise the world's passenger cars into rear-engined transmission vehicles with a body from which is best described as that of a trout or raindrop reversed.

The demand for economy, comfort, and better driving vision will bring it about, they say, and not so much a high speed demand—though higher speeds are bound to come with the change.

I do not believe this complete engine-in-the-rear car will come for five or ten years. What will first happen, as I indicated last week, will be that axles, wheels, engines, steering wheels, passenger room, height of roof, and so on will be little altered, but very gradually the outside body shape will change to the bulbous front and sharp tail. What are the contentions for and against such a revolution? The advantages claimed for the rear-engined position are:

A 50 per cent. increase of space for passengers without an increase of wheel-base.

A cleaner external appearance. Streamlining would save a third of the engine power.

Better riding comfort arising from greater passenger space and superior location of seats and weight distribution.

Engine, smell, heat, and noise and body lines would be eliminated.

Engine and transmission could be put closer together and made more accessible for adjustment and repair.

With no long propeller shaft the

chassis and body could be made as one, resulting in a great saving in weight.

The rear position would allow of a more compact and better balanced engine.

The danger to passenger in the event of a collision would be no greater than now and better safety humpers could be designed.

The heating of the car body could be better arranged, more particularly if steam cooling of engines became the vogue.

Independent springing of all four wheels would be more possible.

The disadvantage alleged are:—Anything going wrong the operation of the engine would not be heard by the driver.

All electrical connections (ignition, starter and lighting), throttle, choke, and clutch, would have to be longer and this would mean rattle through wear of levers, joints, and links. They also could only be taken under the body of the car, where they would be awkward to get at.

A rear driven car has a tendency to be unstable under normal driving conditions.

The Power Units.

The placing of the engine at the back is not a new idea. All the

early cars had their power units at the rear, either under the seat or under what is now called the dicky. In the Americans, when the four-cylinder engine came in the engines were placed transversely in the frame, as, it is possible, will have to happen in the rear driven car when and if it comes.

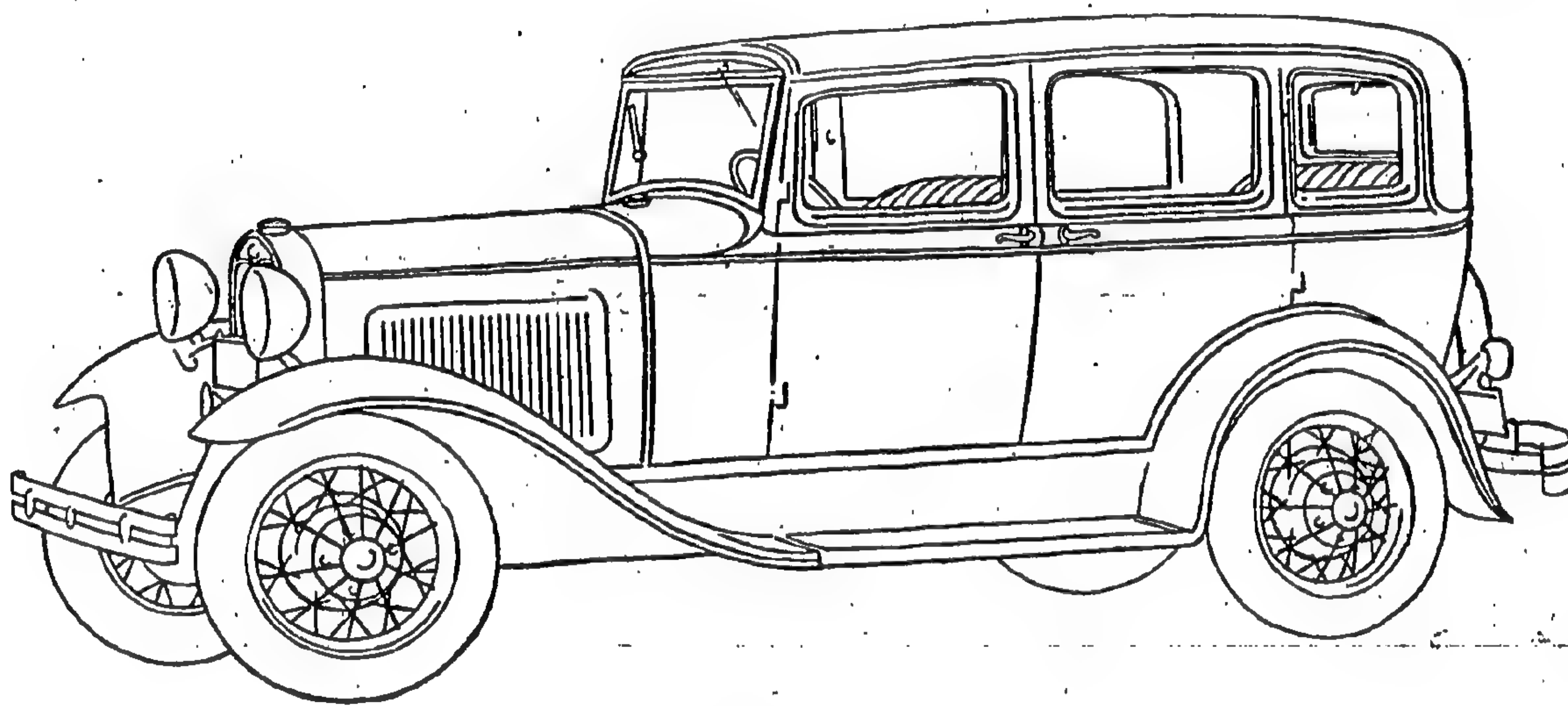
Engine Reform.

What is likely to happen is a reform in engines coincident with the revolution in body design, for fully stream-lined bodies are more likely to sound the death-knell of the straight-in-line power unit. It is quite possible that there would be even a return to the horizontal type of engine, or a fashion for the radial. In some ways, certainly, the horizontal engine in a rear-drive car would have advantages.

Where will the radiator go? Early cars had front radiators and rear engines. There is no difficulty, though there would be longer water circulation to and from the engine. Possibly the steam circuit would be an advantage, such as heating the car.

The most likely place for the radiator would be near the engine at the rear, fitted in the sides of the tail with either a mechanical or electric driven fan, or scoop might be used on the lines of the Burney model.

THE NEW Ford Standard Sedan



A CONSERVATIVE car of good appearance and quiet simplicity. The New Ford Standard Sedan is a most serviceable family conveyance, with a roomy interior, trimmed and upholstered in excellent taste. The front seat is adjustable. The rear seat easily accommodates three persons. Doors, both front and rear, are wide and permit easy access. There's a convenient dome light.

And, of course, included in all models are the regular Ford standard features . . . Triplex shatterproof windshield—Rustless Steel for all exposed metal parts—sturdy bumpers—four genuine Houdaille shock absorbers—completely enclosed four wheel brakes—Economy—Reliability—Long Life—Good dealer service.

This sedan is now larger and embodies many de luxe improvements. The windshield has the approved 10-degree slant for greater beauty and safety, while the straight-line treatment of the moulding is an authentic beauty note.

Authorized Dealer:

WALLACE HARPER & Co., Ltd.
745, Nathan Road, Mongkok, Kowloon.

Authorized Service Dealer:

IDEAL MOTOR CAR Co.
416/20 Lookhart Road, Wanchai.

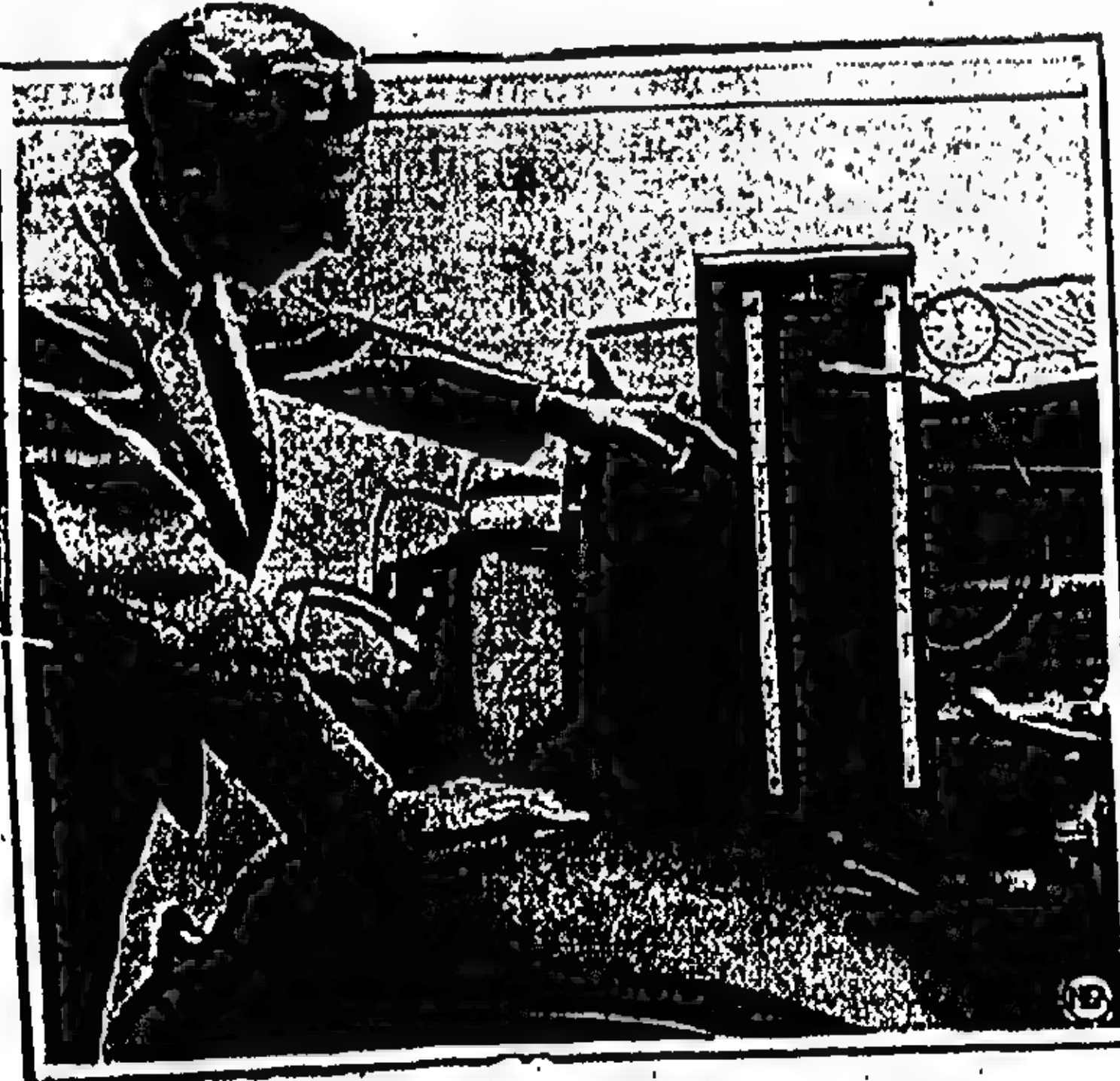
You will be convinced by an actual demonstration.



FORD MOTOR COMPANY, EXPORTS, INC., SHANGHAI

Over Twenty Million Fords have been sold

SHOWS OLD PLUGS WASTE GAS.



That old spark plugs reduce gasoline mileage is shown by this machine, the flowmeter. In testing a group of low-priced cars, the machine showed that average mileage received from old plugs was 16.75, while that of new plugs was 18.65, or a difference of almost two miles a gallon. It is said that old plugs cause a waste of from one and a half to two pints of gasoline an hour.

MACAO RACES.

SMALL FIELDS BUT GOOD SPORT LIKELY.

[By "Ringtail."]

Though not the most valuable item on the card at to-morrow's Macao race meeting, the one-mile Fat Shan Handicap is quite likely to prove about the most interesting.

The last contest for these ponies was over a distance of five furlongs, and as the ponies were not quite up to concert pitch, it might not do to place too much confidence in the form displayed on that occasion.

The principal race, the Tamo Shan Handicap, will be a hopeless affair as there may only be three starters.

The handicap races for the subscriptions may produce a few surprises, especially as some new ponies will be seen which have been doing good track work.

My selections are:

1st Race.

Acelin Leaf,
Moyanukhar,
Mascot.

2nd Race.

Suns South,
Jester,
Sully Eye.

3rd Race.

Rooslan,
King's Counsel,
One Third.

4th Race.

Tai Ping Yang,
New King,
Blue Plain.

5th Race.

King's Counsel (it started),
Rooslan,
One Third,
Christmas Bell.

6th Race.

Tango,
Sunloch,
Groombridge.

7th Race.

Eleonora,
Mascot,
Celerity.

ACID THROWN ON CLOTHING.

STRANGE VARSITY INCIDENT.

A mysterious incident is reported from the University, where considerable damage was caused to garments hanging out to dry in the compound at May Hall by concentrated sulphuric acid, thrown by persons unknown.

The affair has been reported to the police by Mr. A. C. Braine, Hartnell, Warden of May Hall, who stated that at 2.50 p.m. yesterday some person threw a quantity of concentrated sulphuric acid on clothing which was hanging out for airing in the south compound of May Hall.

Damage was caused to five jackets, to the extent of \$270.

CORRESPONDENCE.

A Great Picture.

[To the Editor, Hongkong Telegraph.]

Sir, The film "Disraeli" is being advertised as "fascinating," but I regard it as one of the greatest, if not the very greatest, ever shown in the Colony.

Naturally, in a cosmopolitan population such as this, the appeal of such a picture is limited, so I feel we owe it as a duty, not only to our local theatres, but to the cinema industry generally, to support to the utmost a picture of such outstanding merit.

But from the narrower viewpoint, it is a treat that no lover of vivid drama and fine acting can afford to miss.—Yours, etc., H. W.

A CALCUTTA ARREST.

HINDU WHO DRESSED AS A MUSLIM.

Calcutta, Oct. 30. A man arrested here has been identified as Bimal Das Gupta, a Hindu, who was wanted in connection with the murder of the police official, Mr. James Peddie, last August.

Doubts as to his identity arose from the fact that Gupta was dressed as a Muslim when the outrage was committed.—*Reuter*.

A report of the loss of \$1,400 from safe of the Yue Hing Leong Import and Export firm, of 162, Winglok Street, has been made to the police by Ho Min-yu, manager, who stated that the money was stolen some time between 2 and 4 p.m. yesterday.

POLICE OFFICER'S WEDDING.



A pretty wedding was solemnized at St. John's Cathedral on Tuesday, when Miss Margaret M. Chapman, recently arrived from Home, became the bride of Mr. L. H. C. Calthrop, Assistant Superintendent of Police. The above group was subsequently taken. (Photo: Ming Yuen Studio.)

HONGKONG SHARE MARKET.

OFFICIAL SUMMARY BY STOCK EXCHANGE

The market opened quiet but steady this morning with a fair amount of enquiry, and rates for the most part were maintained.

Banks changed hands at \$1700. Underwriters were in demand at \$9 1/2.

Doughlasses were in the market at \$22 1/2.

Whampoa Docks were in demand at \$10.

Providents (old) were wanted at \$3 00, as were also the new shares at \$2 1/2.

Hotels (old), after being done at \$15.70, closed in demand at \$17, with sellers seeking \$16 1/2. The new shares were wanted at \$14 1/2.

Lands were offered at \$8 1/2.

Humphreys (old) with were dealt in at \$19 1/2, closed in demand at \$19. Realities were to be obtained at \$13.00.

Evco were offering at \$15.45. Trans could have been placed at \$15.

Stars Forties were the medium of \$12 at \$12.

H.K. Electrics were in demand at \$7 1/2.

Madisons were on offer at \$39. Cements (combined) were on offer at \$20 1/2.

Ropes were wanted at \$18.

Watsons were wanted at \$16.

Lane, Crawford (old) were done at \$7 1/2, and the new shares at \$6 1/2.

Constructions (old) were wanted at \$6.05, after sale at \$5 1/2, and the new shares closed in demand at \$1 1/2.

NEW ROADS.

THREE MORE NAMED BY GOVERNMENT.

Names have been given by the Government to the following roads: Jaffe Road. Commencing at the south-west corner of Inland Lot No. 2839, running in an easterly direction, parallel with Gloucester Road and terminating at its junction with Percival Street.

Thomson Road. Commencing at the junction of Johnson Road, opposite Inland Lot No. 2831, continuing in an easterly direction, parallel with Hennessy Road and terminating at the southwest corner of Inland Lot No. 2769.

Tsing Chan Street. Lo Lung Hang Street commencing at Ma Tau Wei Road and being the fourth street south of the junction of Gillies Avenue and Ma Tau Wei Road and running in a westerly direction to Gillies Avenue and thence in a north-westerly direction.

EXCHANGE RATES.

	Previous Day.	Yesterday.
Paris.....	98 1/2	98 1/2
Geneva.....	107 1/2	107 1/2
Berlin.....	105 1/2	105 1/2
Oslo.....	17 1/2	17 1/2
Helsinki.....	102	102
Athens.....	315	320
Buenos Aires.....	323 1/2	323 1/2
Shanghai.....	17 1/2	17 1/2
New York.....	3.87	3.87
Amsterdam.....	3.87	3.87
Stockholm.....	17 1/2	17 1/2
Vienna.....	30 1/2	30 1/2
Madrid.....	43 1/2	43 1/2
Bucharest.....	650	650
Montevideo.....	24	24
Hongkong.....	1.25 1/2	1.25 1/2
Brussels.....	27 1/2	27 1/2
Milan.....	75 1/2	75 1/2
Copenhagen.....	17 1/2	17 1/2
Prague.....	131	130 1/2
Lisbon.....	100 1/2	100 1/2
Rio.....	3 1/2	3 1/2
Bombay.....	1/16 1/2	1/16 1/2
Yokohama.....	2/5	2/5
Montreal.....	4.25	4.25
Silver (spot).....	17 1/2	17 1/2
(forward).....	17 1/2	17 1/2

—British Wireless.

BROACHING A CARGO.

ALLEGED ATTEMPT AT BOOTLEGGING.

An unusual case was heard at East Ham when Norman Potter, aged 27, a ship's steward, of Highclere-road, Sydenham, was charged with stealing and receiving on board the motor liner Lochgall, between London and Seattle, three cases of wine and a case of liquors, value £43 6s. The property of the Royal Mail Steam Packet Co.

He pleaded guilty to receiving. Mr. F. Peregrine, who prosecuted, withdrew the charge of stealing.

He suggested that the case was one of attempted bootlegging and that others were concerned. Potter, he said, was a second steward and also acted as a store-keeper on the Lochgall on a voyage to American ports.

When the vessel got to San Francisco it was fumigated and Potter appeared to have discovered several cases of wines and spirits. Such goods were kept in a special lock-up and each parcel of goods was marked with the name of its port of destination.

Fined in America.

At Victoria, he said, eight cases of wines and spirits had been missed and when the Customs boarded the vessel at Seattle three cases of wine and a case of liquors were found in the store-room, of which Potter had charge. He then remarked: "I must take the blame for it."

At the Federal Court he was fined 100 dollars for not declaring the goods to the Customs. The goods were confiscated by the Customs and the consignees would have to be paid £43 6s.

Mr. Cyril Edwards (defending) said that the goods were not confiscated, but only detained and could be recovered.

The magistrate—I've heard that it is difficult to get better out of a dog's mouth.

Mr. Edwards said that Potter found the cases and very foolishly neglected to disclose the fact.

Potter was fined £20 and £5 5s. costs.

DIESEL ENGINES.

TRANSPORT VEHICLES TO HAVE NEW TYPE.

London, Oct. 30.

At the Commercial Motor Transport Exhibition, which opens at Olympia, London, next Thursday, nearly every maker of petrol and steam lorries will be showing an oil-engine chassis.

British motor manufacturers have recently devoted renewed attention to the Diesel type of engine for road use, in many cases with remarkable results.—*British Wireless*.

A woman named Cheun Ah-ho was struck by the express train from Canton whilst it was in the vicinity of Fanling at 10.40 a.m. on Thursday. She received an injury to her leg and was brought into Hongkong on the train, being later taken to the Kowloon Hospital.

KING'S THEATRE.

WHOOPEE GIRLS NEXT WEEK.

Hongkong is to have something new in the way of entertainment next week, as the management of the King's Theatre has been fortunate enough to secure the engagement of Nellie Farren and her Whoopee Girls, who are passing through on a world tour. The company is to make its first appearance on Tuesday in conjunction with the film, "The Sea Beneath," and has been booked for a short season only.

Miniature extravaganza is actually the most fitting description of the company's act. Nellie Farren herself heads the bill, and from the vast experience she has gathered in all kinds of stage and cabaret work, she has modelled and fitted out a performance that is part revue, part singing and part dancing, presented on unique lines.

Main feature of the act is its extravagant mounting, which has been done on lavish lines. With the company comes its own scenery and sets and its own specially selected orchestra.

The Whoopee Girls all continental artists, are finished singers and dancers, who feature both classical and popular numbers, and are equally at home with solo or ensemble work. They have just finished a two year's season at Shanghai, where they were under engagement at the Grand Theatre and Majestic.

And then, as an added attraction, is the Olympic Trio, who specialise in acrobatic and adagio. Theirs is a finished performance, which was immensely popular in the Shanghai cabarets.

The company will be only a few nights in Hongkong, as it has engagements in Singapore and other cities, en route to Europe.

USE FOR SILVER.

GERMANY TO MINT MORE COINS.

Berlin, Oct. 30. With the object of assisting the Reichsbank to control the gold standard and reduce the banknote circulation, the Reichsbank has sanctioned the minting of new silver coins of a face value of 120,000,000 marks.

This is in conformity with the policy pursued for some time, which has led to a considerable increase in the import of silver bars.—*Reuter*.

Order of Service.

Voluntary.

Hymn—"My Heart Thank Thee Who Has Made The Earth So Bright"

Invocation.

Lord's Prayer.

Hymn—"As Pants The Hart For Cooling Streams"

Scripture Reading—St. John Ch. 10

Hymn—"Breathe on Me Breath of God"

Prayer.

Anthem—"Oh Love the Lord"

Offering.

Hymn—"Blessed Be The Tie That Binds"

Sermon—"The Eccentricity of Jesus"

Hymn—"All Hail The Power of Jesus' Name"

National Anthem.

Benediction.

12.15-2.00 p.m. Chinese recorded programme.

1.00 p.m. Local time and weather report.

2.00 p.m. Close down.

3.00-10.00 p.m. European programme.

8.00 p.m. Local time and weather report.

8.05-8.30 p.m. Orchestral.

Pomp and Circumstance (Elgar) (No. 1 in D).

Pomp and Circumstance (Elgar) (No. 2 in A Minor).

Royal Albert Hall Orch. Vic 9016.

Finlandia (Symphonic Poem) (Sibelius).

Royal Albert Hall Orch. Vic 9015.

Egmont Overture (Beethoven).

Philharmonic Symphony Orchestra of New York, Vic 7291.

8.30-9.00 p.m.

Organ Recital by Mr. G. E. Long.

Relayed from the Union Church, Kennedy Road.

Choral, Dudley Buck.

Fountain Melody, J. A. Meale.

Offertoire, A. M. Thomas.

Solonelle, Maillay.

Meditation Religious, Kotelbey.

Evensong, E. Martin.

0.00-9.28 p.m. Instrumental.

Quartet-Theme and Variations from the Emperor Quartet (Haydn).

Quartet-Andante Cantabile (Tchaikovsky).

Elman String Quartet. (Vic. 6634).

Piano Solo-Berceuse (Chopin).

Piano Solo-Harmonious Blacksmith (Handel).

Alfred Cortot. (Vic. 6762).

Violin Solo-Serenade in G Major (Arensky).

Violin Solo-Minuet in G No. 2 (Beethoven).

Mischa Elman. (Vic. 1434).

Quartet-Irish Cradle Song (Fochon).

The 3rd and last act will be played on Sunday, 8th November.

The Records used in the above European Programme were kindly supplied by Messrs. Taang Pook Piano Co. and Messrs. Anderson Music Co.

RADIO BROADCAST

PROGRAMMES FOR TO-DAY AND TO-MORROW.

The radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres to-day is:

4.00-7.00 p.m. Chinese programme.

4.15 to 5.30 p.m. Running commentary of the football game between the Kowloon Football Club and the Hongkong Police at the Kowloon Football Club Ground by kind permission of the Kowloon Football Club and the Football Association.

7.00-11.30 p.m. European programme.

7.00 p.m. Mail notice, etc.

7.03-7.48 p.m. Musical Comedy.

Clowns in Clover-Selection.

Piccadilly Revels Band directed by Rudy Starita, 9205.

The Girl Friend-Vocal Gems.

Columbia Light Opera Co. 9207.

The Song of the Drum-Selection.

Herman Fipek and His Orchestra, DX233.

Hit the Deck-Vocal Medley.

The Barry Twins, Prince Slaters and London Hippodrome Chorus with the Kit-cat Band, 9285.

Fully to be Wine-Selection.

Perceval Mackey and His Band, DX219.

8.00 p.m. (Local time and weather report).

7.48-8.28 p.m. Orchestral and Band Selections.

With a Song in My Heart (Rodgers, Trans. Coates).

Court Symphony Orchestra, DX63.

Bolero (Ravel arr. Branga and Sivaldo).

Entrance of the Little Fauns (Pierce arr. Mouton).

Jack Payne and His B. B. C. Dance Orchestra, DX273.

The Funeral March of a Marionette (Gounod).

The Rattle of Spring (Sinding).

The B. B. C. Wireless Military Band, DX269.

The Merry Brothers (Gennin).

Echoes of the Valley (Gennin).

Sir Dan Godfrey conducting the Bournemouth Municipal Orch. 9821.

8.28-8.55 p.m. Light Opera Vocal Gems.

The Gelaha (Greenbank and Jones).

Columbia Light Opera Co. DX256.

Merrie England (Hood and German).

Miriam Lieette, Clara Sorera, Francis Russell, Dennis Noble, Robert Carr and Chorus, 9803.

Les Cloches de Corneville (Planquette).

Columbia Light Opera Co. DX255.

8.55-9.30 p.m. A Concert.

Vocal Duet-The Battle Eve (Southey and Hanneke Hubert Fiedel and Herman Allen, DX79).

Violin Solo-Waltz in C Sharp Minor (Chopin).

Violin Solo-La Capricieuse (Elgar).

Bronislaw Huberman, LX137.

Song-Solveig's Song from Peer Gynt (Edvard Grieg).

Dora Labette (Soprano), 9577.

Piano Solo-Prelude in C Sharp Minor (Rachmaninoff).

Piano Solo-Prelude in G Minor (Rachmaninoff).

William Murdoch, DX244.

Song-The Midshipmance (Weatherly Adams).

Song-The Powder-Monkey (Watson).

Norman Allen (Bass), DX106.

9.30-11.30 p.m. Dance Music.

Fox Trot-Let me Sing-and You Be Happy.

Fox Trot-Looking at You, 2150-D.

Fox Trot-Without You Emaline.

Fox Trot-A Cottage for Sale, 2168-D.

Fox Trot-Bessie Couldn't Help It.

Fox Trot-Mysterious Mene, 2186-D.

Waltz-Can This be Love?

Fox Trot-Where Can You Be? CB135.

Fox Trot-You're the Sweetest Girl this Side of Heaven.

Fox Trot-Rollin' Down the River, 2188-D.

Fox Trot-You Darlin'.

Fox Trot-Kiss Me with Your Eyes, 2197-D.

Fox Trot-You're Just the One Girl for Me, CB129.

Waltz-The Love Waltz.

Fox Trot-I Remember You From Somewhere.

Fox Trot-Cheer Up, 2207-D.

Fox Trot-F'r Instance.

Fox Trot-I Love You So Much, 2231-D.

Fox Trot-Shout, Sister, Shout!

Fox Trot-If I Could be With You, 2243-D.

Waltz-When I Look-To The West.

Waltz-When The Organ Played at Twilight, 2279-D.

Fox Trot-Wonder.

Fox Trot-It's Easy to Fall in Love.

Fox Trot-Why Have You Forgotten Walkin'?

Fox Trot-Reminiscing.

Waltz-I Love You So, 2159-D.

Fox Trot-Confessin'.

Fox Trot-Good Evenin', 2259-D.

Fox Trot-What's the Use.

Fox Trot-I Wonder How It Feels, 2264-D.

Fox Trot-Loving You.

Waltz-Just a Little While, 2312-D.

Fox Trot-My Blue Bird Was Caught in the Rain.

Fox Trot-I Don't Mind Walkin' in the Rain, 2271-D.

Fox Trot-Loving You the Way I Do.

Fox Trot-You're Lucky to Me, 2309-D.

Fox Trot-Three Little Words, 2317-D.

Waltz-Kashmiri Song.

Waltz-Private Lives-Some Day I'll Find You, CB141.

10.30 p.m. (Approx.) Rugby mid-day press news.

All the records used in the above European Programme were kindly supplied by Messrs. Anderson Music Co.

SUNDAY'S PROGRAMME.

11.00-12.15 p.m. Relay of Service from Union Church, Kennedy Road.

MAJESTIC

TO-DAY ONLY AT 2.30, 5.20, 7.20 & 9.20 p.m.

Beautiful Girl Sentenced to Prison for Life!
Here is the most dramatic love story ever pictured!

John Boles Lupe Velez



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Send us your old clothes

LOCAL FOOTBALL DISPUTE.

CHINESE AGREEABLE TO
ARBITRATION.

The Chinese clubs, after due consideration of the resolution passed recently by the Hongkong Football Association Council, have put their case before the chairman of the Association and request a satisfactory explanation of the incidents which led to their withdrawal from the Association. They are prepared to submit the issue to arbitration.

The draft of a letter which has been submitted to the chairman of the Hongkong Football Association mentions that the resolution passed at the last Council meeting has been fully considered by the Chinese Football clubs who were members of the Association and who do not agree with its contents. The Chinese clubs have noted with pleasure the hope expressed by the Association that they reconsider their decision regarding their withdrawal.

The original cause of the Clubs' resignations, the letter continues, was the impression they entertained that the unhappy incidents relating to the Malayan Chinese v. Chinese Chinese v. United Services game were but examples of the autocratic, unhelpful and unsympathetic attitude towards the Chinese clubs, an attitude which was inconsistent with the reason d'être of their membership of the F.A.

The facts of the dispute are reviewed at great length, giving the Chinese point of view. The letter goes on to submit that it was unfair for the Football Association Council to find, as it did, that the promoters of the Interport "acted wrongly" in not communicating earlier with the Association, and that the League Management Committee only acted "hastily and without careful consideration" because of the shortness of time at their disposal.

The Chinese clubs state that they are prepared to submit the whole matter to arbitration on the terms set out in Mr. M. K. Lo's letter to the chairman of the Association and to abide loyally by the findings of the arbitrator.

These clubs request a satisfactory explanation of the incidents which have now gained much publicity, because they hope to be convinced that no insult towards them was intended, and hope that the Association will find it possible to co-operate with the Chinese Amateur Athletic Federation, as is the case in Shanghai.

In conclusion the letter states that the clubs will be glad if the Football Association would reconsider the first part of their resolution and allow the clubs to send their representatives to place all the materials before the Association so that the Council may reconsider and review the resolution. The clubs are not considering their resignations, and hope that the Association's reply to the points raised will enable them to come to a decision.

AUSTRALIAN CRICKET.

SOUTH AFRICA OPEN BADLY
AT ADELAIDE.

Adelaide, Oct. 30.
In the second match of their tour the South African cricketers compiled 175 (Christy 53) against South Australia.

Grimmett took 6 wickets for 50. South Australia had scored 19 runs for the loss of one wicket at the close of the first day's play.—*Reuter.*

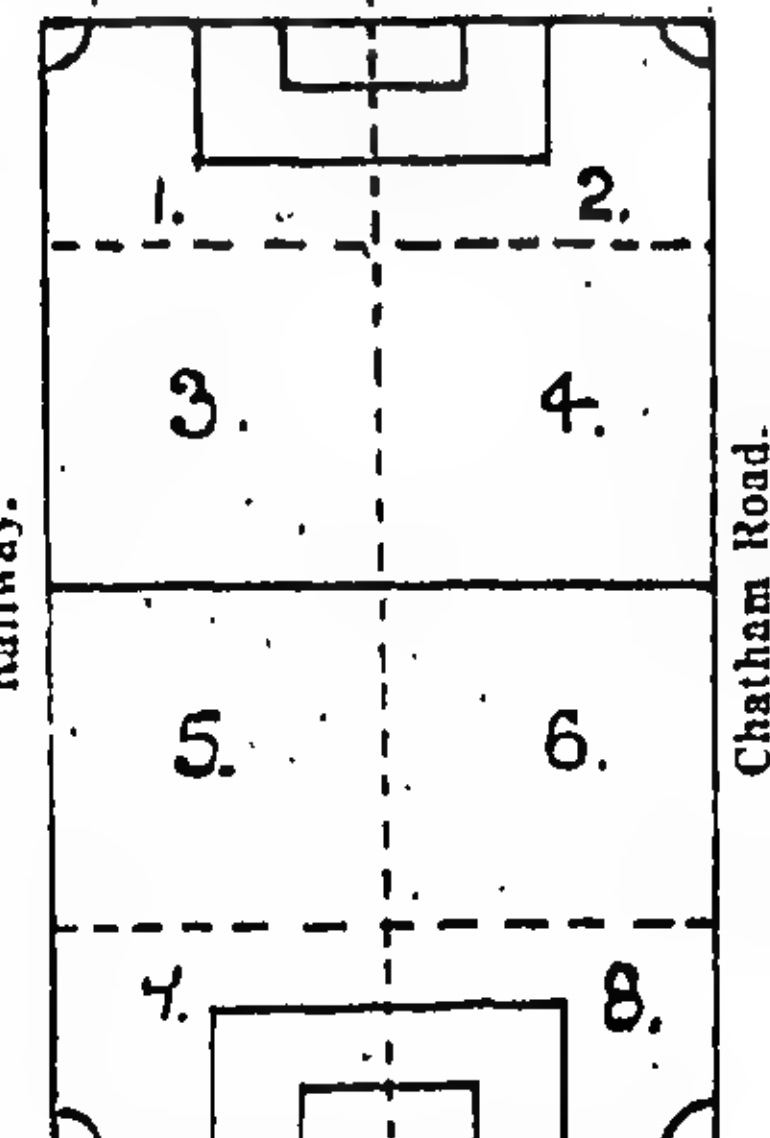
Sydney, Oct. 30.
Don Bradman has declined an offer to become a professional member by the Accrington, Lancashire league club. He has signed a two years' agreement with three Sydney business groups.—*Reuter.*

KOWLOON GOLF.

DRAW FOR FIRST ROUND OF
CHAMPIONSHIP.

The following is the draw for the Club Championship, first round, to be played over the Kowloon course on Sunday, November 8:
Dr. Cogan v H. Overy.
G. Reid v W. Taylor.
A. A. Lopes v E. D. da Rosa.
D. C. Wilson v J. McKelvie.
F. E. Remedios v A. A. Dand.
W. Hyde v A. T. Braley.
Planner or Johnston v G. Russell.
J. D. Thomson v H. Hampton.

SOCCER BROADCAST.



There will be a broadcast of the football match Kowloon v. Police, which is being played on the Chatham Road ground this afternoon. The above lay-out of the ground will assist listeners to follow the commentary.

SUBS. DRAWN FOR NEW ARRIVALS ALLOTTED TO LOCAL OWNERS.

The draw for the subscription griffins, which arrived from Shanghai on Thursday morning, took place at the Jockey Club, East Point, yesterday afternoon. The official measurements were not available, and the ponies were only distinguishable by their brand numbers.

The following was the result of the draw:
Ponies. Drawn By.
No. 84 Mr. Tally Ho.
No. 77 Mr. R. M. Dyer.
No. 80 Mr. H. R. Prior.
No. 82 Mr. M. M. Watson.
No. 78 Mr. W. T. Stanton.
No. 79 Mr. A. R. Botelho.
No. 81 Mr. H. Hong Sling.
No. 82 Mr. T. H. C. Brayfield.
No. 83 Mr. J. C. Church.
No. 85 Mr. P. C. Potts.
No. 91 Dr. MacGowan etc.
No. 86 Mr. L. G. Bird.
No. 87 Mr. Parkson Chan.
No. 90 Mr. W. G. Fletcher.
No. 88 Mrs. Fearon.

LOCAL HOCKEY.

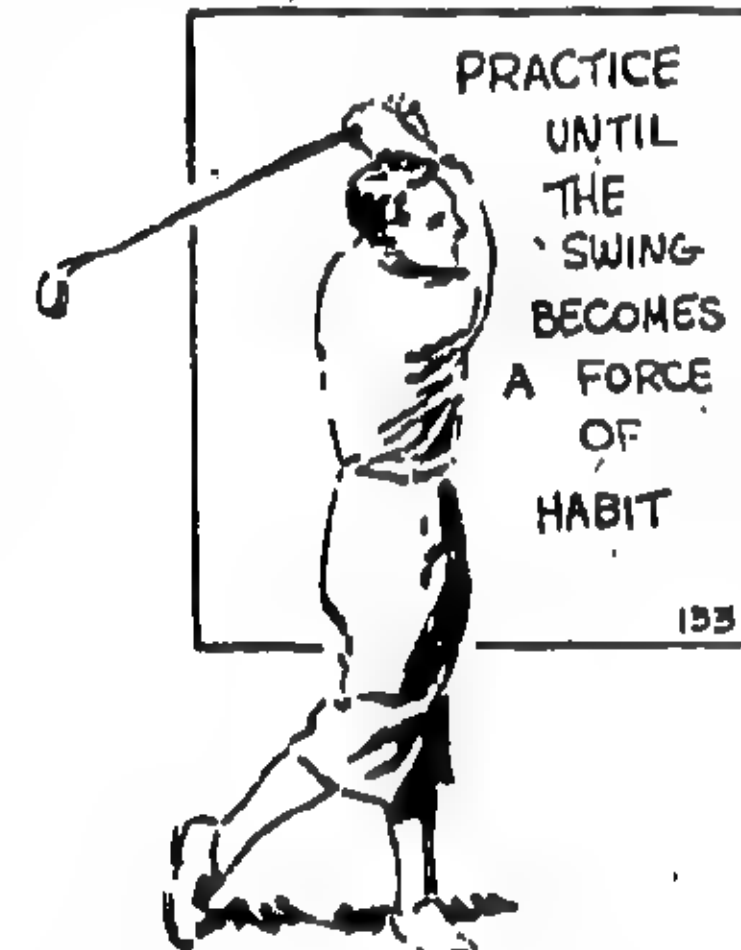
RADIO S.C. DEFEAT THE
POLICE TEAM.

A hockey match in the Mamak competition was played yesterday between the Radio Sports Club and the Police at Sookunpo, and ended in a win for the former side by two goals to nil.

The game was very fast and keenly contested, though mistakes were plentiful. Singh scored early in the first half, but after that the Police held their opponents, and it was not until the end of the second half that the Radio men were able to get their second goal, again through G. Singh.



Why does a fault corrected in a lesson re-appear when playing a round of golf?



A good golf instructor can correct a majority of the faults that appear in the game of his pupil as long as the pupil is concentrating on the correction. But the best teacher in the game can't guarantee perfection unless the pupil practices his instructions until they become habit.

It is true that lessons mean but little to the person who plays but two or three times a month. He must keep the instructions foremost in his mind over long periods of play and practice. But all too frequently in the excitement of a match, they are forgotten and the golfer reverts to his old faults.

There is little hope of playing well consistently until the perfect swing becomes a force of habit. After that, all you have to do is to think of hitting the ball.—ART KRENZ.

DUTCH INDUSTRIES FAIR.

CHINESE GOODS PROMINENT
AMONG EXHIBITS.

The 25th Dutch Industries Fair held at Utrecht in September, yielded notwithstanding the economic world-depression, most satisfactory results. The number of participants (1,004) was practically the same as at the 1930 Autumn Fair, the number of visitors however being 12% higher and amounting to roughly 112,000.

A brisk tone prevailed throughout the nine days the exhibition lasted. In several sections, amongst which are notable: glassware, earthenware and household articles, Japanese and Chinese goods, furniture, foodstuffs, luxuries and radio, very satisfactory transactions were made, the number of orders well exceeding that of the previous autumn-fair.

Lower Prices.

Generally speaking prices were on the low side, and the greater part of business was done in the low-priced articles class. The sale was mainly for the home-market, as foreign traders mostly refrained from buying, though they were well represented at the Fair. Moreover foreign industries appear to be availing themselves more intensely of late of the possibilities which they find at the Fair for creating or extending a débouché for their goods in Holland and Overseas Territories.

The Participants.

Participation was as follows: Holland 680, United-States of America 25, Belgium 16, Denmark 2, Germany 139, England 44, France 31, Italy 5, Yugo-Slavia 1, Austria 46, Poland 1, Czechoslovakia 3, South Africa 1, Sweden 5 and Switzerland 6, or a total of 1,004.

A Notable Feature.

A noteworthy feature of the fair always is the special section for Utensils and Machinery for the Dairy Industry, which participates in the Autumn-Fair only, and principally shows articles of Dutch manufacture.

On the occasion of the 25th Fair the title of Royal Netherlands Industries Fair was graciously conferred upon the institute by H.M. Queen Wilhelmina.

The Spring-fair of 1932 will be held from March 15-24 inclusive. A third Industries Fair building will then be opened. Already during the Autumn-fair a great many participants applied for stands at the Spring-fair of 1932.

SUGAR MARKET.

THE LATEST CABLED
QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Penarth and Co.

London Terminals.

March 1932 6/7 1/4 no change.
May 1932 6/8 3/4 no change.
August 1932 6/10 1/4 down 1/4 d.
December 1931 6/14 down 1/4 d.
Buyers at above prices, sellers asking 1/4 d. 1/4 d. more.

New York Terminals.

March 1932 1.24 down 3 pts.
May 1932 1.29 down 2 pts.
July 1932 1.33 down 3 pts.
September 1932 1.38 down 2 pts.
December 1931 1.29 down 3 pts.

PARIS PRAISE FOR LONDON.

THE PERFECT P.C.

Paris, Oct. 2.

Strong opponent of Britain on some questions of international politics, stern critic of her financial machine and economic policy, M. Stephane Lauzanne, editor of the famous Paris newspaper, *Le Matin*, has just discovered something about her that has made him sigh with envy.

M. Lauzanne went to London to study the position after the formation of the National Government.

He has returned here and written an open letter to M. Chippie, the Prefect of Police, in praise of London's methods of traffic control.

He wants Paris to become like London. He believes traffic moves more quickly in Paris than in London, but...

Wonderful Discipline.

"Ah, Mr. Prefect, the discipline of London's streets is wonderful. Not once, in hours of watching, did I see a motorist pass an inch over the white line. Amateur and professional drivers stopped at the line uniformly, mathematically, faithfully.

"And never an argument with a policeman. In London policemen do not argue. They wave and the motorist obeys.

"I interviewed one of the policemen in Piccadilly Circus, and asked him if he ever had to leave his job to remonstrate with a driver. He did not reply. He merely looked at me as if I was speaking double-Dutch.

"Finally, he told me that he did not have to take a name and address once in a fortnight.

"And after discipline and above everything else, there is silence.

"Dear Mr. Prefect, what a marvel is this silence. From Hyde Park Corner to Piccadilly, I walked ten times without hearing a blast on a horn.

"You do not get that perpetual blowing of horns and buzzing of klaxons in London. A toot is given perhaps in an emergency. That's all.

"And the policemen do not whistle to control the traffic. If a policeman whistles, it is something much more serious.

"Not being deafened in the streets by hideous noises from a hundred motor-cars, the pedestrian is able to pay more attention in crossing the road.

"The lesson of London is one of complete collaboration between the police and public for silence and for obedience to the rules.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1,700 ss.

Chartered Bank, \$13 1/4 b.

Morant & Co., \$18.

East Asia, \$13 1/4 n.

Insurance.

Canton Ins., \$1,500 s.

Union Ins., \$447 1/2 n.

China Underwriters, \$5.25 b.

China Fires, \$650 n.

H.K. Fire Ins., \$1,450 s.

Shipping.

Douglas, \$22 1/2 s.

H.K. Steamboats, \$25 3/4 n.

Indo-China, (Def.) \$35 n.

Union Waterboats, \$28 n.

Mining.

Benquet, \$10 1/2 n.

Kailash, \$9 1/2 n.

Shai Explorations, Tls. 2 n.

Raub, \$38 n.

Docks, etc.

Kowloon Wharves, \$15 1/4 n.

Whampoa Docks, \$30 n.

South China Motors \$10 n.

China Providents, \$5.60 b.

Hongkows, Tls. 268 n.

New Engineers, Tls. 6.20 n.

Shanghai Docks, Tls. 193 n.

Cottons.

Ewo Cottons Tls. 16.45 s.

Shai Cottons Tls. 94 n.

Zoon Sings Tls. 12 1/2 b.

Landa, Hotels, etc.

H.K. & Hotels (old) \$15.70 ss.

H.K. & Hotels (new) \$14 1/2 b.

H.K. Lands, \$84 3/4 s.

Shai Land, Tls. 37 n.

Humphreys, \$19 1/2 ss.

Realities, \$13.60 n.

Public Utilities.

Tramways, \$23 s.

Peak Trams (old) \$14.50 n.

Star Ferries, \$92 ss.

China Lights, \$29 n.

H.K. Electric, \$77 1/2 b.

Macao Electric, \$23 n.

Telephones, \$43 n.

China Buses, Tls. 12.90 n.

Singapore Tractors, 4/- n.

Industrials.

China Sugars 50 cts. n.

Malibons \$39 n.

Canton Ice, \$6.90 ss.

Cement (com.) \$20.50 s.

Ropes, \$18 b.

Stores, etc.

Dairy Farms, \$30 1/2 ss.

Watson, \$16 b.

Der A. Wings, \$1 n.

Lane Crawford, \$5.80 ss.

Mackintosh, \$19 n.

Sinceres, \$14 1/2 n.

Powells, \$3.60 n.

Miscellaneous.

Amusements, \$22 1/2 n.

Constructions, \$5.65 b. old.

B' que In. G. Bonds, 67 1/2 n.

"Ah! Mr. Prefect, if only Paris could be persuaded..."

SHIRTS

The Representative of Messrs. TOYO MURAKAMI,
of Shanghai, takes orders for Shirts at

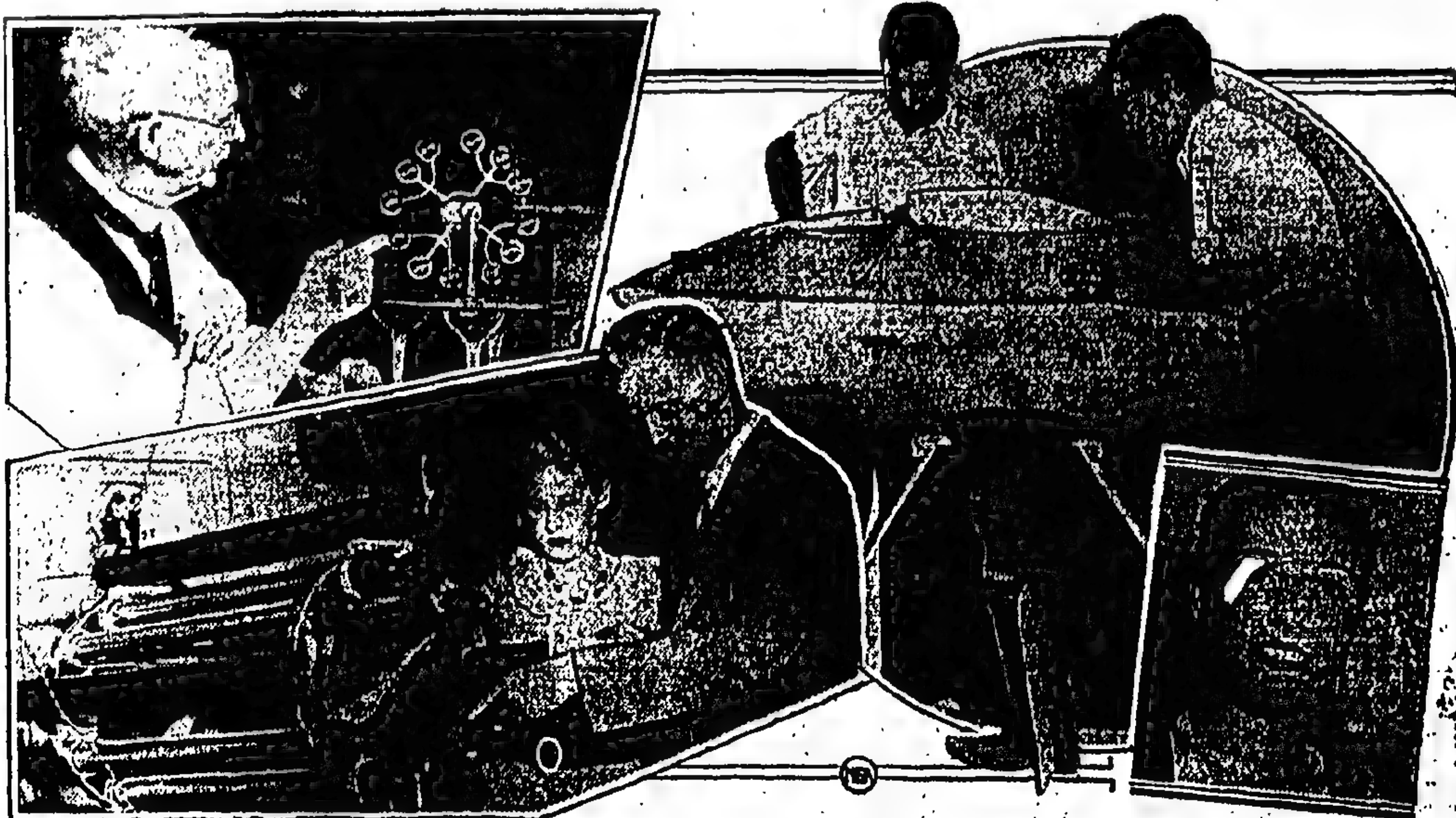
Messrs. KOMOR & KOMOR'S

Art Rooms, Chater Road.

Samples of Silk, Crepe and

Cotton Shirts will be shown

FOR ONE WEEK ONLY.



Left-handed monkey wrenches were not in it with the assortment of unusual inventions shown in the Second International Patent Exposition at Chicago. For instance, there's a perpetual motion machine, seen here with its inventor, W. L. Saunders, upper left. Each of the 12 discs bears a figure "6". The "6" inverted, becomes a "9", which being much more than "6" causes the wheel to go down on that side, thus revolving. Upper right is a "water walker". The wearer puts his feet in the boots, which are fitted with paddles and propel himself through the water. Lower left is an invention for driving airships at a speed of 300 miles an hour with compressed air, and compressing its own air as it goes along. And, lower, a girl is playing (of all things!) "non-skid" soap.



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There is nothing more luxurious than a Sheaffer Lifetime Petite Ensemble, yet how truly economical! For these smooth writing pens and pencils save so much time, help you to do better and faster work. The patented pen receptacles spring to the convenient writing angle, release pens without a splutter, keep tips moist. The ensemble set is the gift of a lifetime.

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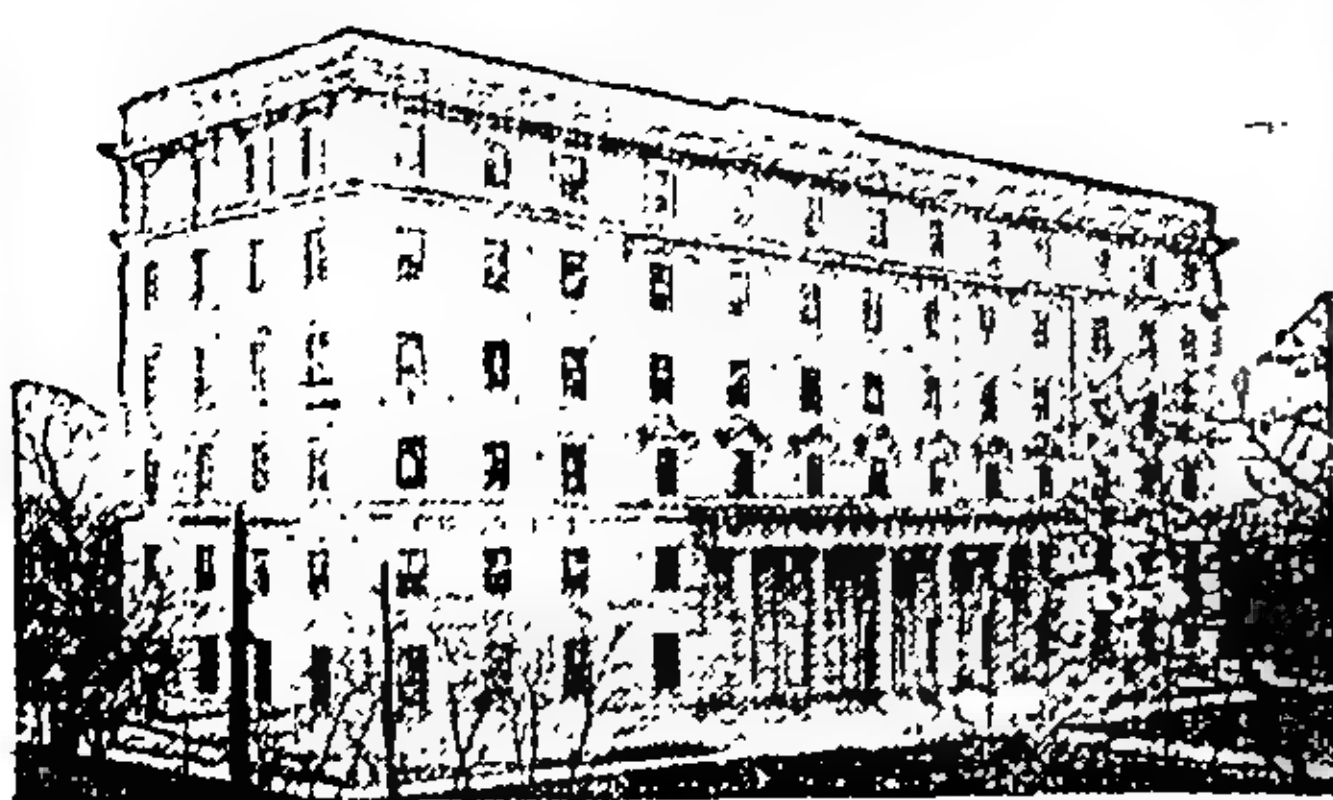
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KIWI

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MEN FIGHT IN DRAWING ROOM.

MYSTERY OF WIFE'S DEATH SOLVED.

London, Oct. 31.
A husband's fight with another man in the presence of the wife, who died from a stroke brought on by excitement, was a dramatic incident described at a Brighton inquest yesterday.
The woman, Mrs. Eme Margaret Dennis, aged 39, of St. George's-road, Brighton, was the wife of Captain Arthur E. Dennis and died in a Hove nursing home. The jury returned a verdict of death from natural causes.
The public gallery was filled with fashionably dressed women. Mrs. Emma Crouch, of Warwick-street, Worthing, said that in the first week of September her sister (Mrs. Dennis) made some remarks about her husband having neglected her.
"I thought," said Mrs. Crouch, "there was some other man, a Captain Courroux, in love with my sister."

Blows in Drawing-Room.
On Wednesday (Sept. 28) she went to Bloomsbury Cottage, Mrs. Dennis's home, and saw her arrive with Captain Courroux. Captain Dennis was outside the house and he and Captain Courroux quarrelled.

"Mrs. Dennis came into the house and phoned for the police. When the police arrived Capt. Dennis and Capt. Courroux were still fighting. They came into the drawing-room and I saw them fighting."

Mrs. Crouch said her sister agreed to go back with her to Worthing, but later she found Mrs. Dennis in bed and semi-conscious.

Used their Fists.
She remained the night with her sister, and next morning noticed little bruises on her arm and leg and that one eye was slightly discoloured.

The Coroner: Did you see your sister struck during the fighting?
—No, and she did not complain of having been struck.

Replying to Mr. R. E. Seaton, who appeared for trustees of Mrs. Dennis's mother, Mrs. Crouch said the men did not use weapons. They fought with fists.

The Coroner: Captain Dennis, rightly or wrongly, was very jealous of Mrs. Dennis?—Yes.

Smacked His Face.
William Henry Crouch told the coroner that he saw Mrs. Dennis smack her husband's face. Captain Dennis pushed his wife into a chair three times.

P. C. Maddox, who was called to the house, said he found Capt. Dennis and Capt. Courroux struggling on the couch, grasping each other by the neck.

Captain Courroux said that he had been a paying guest with Captain Dennis and was on friendly terms with him and his wife.

On the night of the struggle Dennis came up and struck at him when he drove up and accused him of having relations with Mrs. Dennis. They closed and struggled.

"Mrs. Dennis and I have been like brother and sister," said Capt. Courroux. "I deny that there has been any carrying on between us."

"She Dived In."
Captain Dennis said he thought his wife joined in the struggles he had with Captain Courroux. "I had Courroux on the sofa and was giving him a pummeling and she sort of dived in," he said.

Later, when his wife made a movement as if to go, he pushed her on the bed and in doing so he tore her dress.

Captain Dennis added that he knew his wife underwent an operation for a fractured skull, but he

LONE YACHTSMAN RIDDLE.

FROM QUEBEC IN 5-TON BOAT.

Swansea, Sept. 27.
For five days no news has been heard of the five-ton motor yacht Leuffler, which, with only one man on board, it is understood, was making for Swansea from Quebec.
She was last spoken to on Wednesday morning, 84 miles to south-west of the Fastnet, when the steamer San Toredoro, bound to a Mexican port, sighted her.
Mr. J. Willis, who is believed to be the sole occupant of the Leuffler, then reported that he was short of provisions. Foodstuffs were put on board and the course was set for Swansea, a distance at that time of about 240 miles.
The Leuffler was then under sail. Since then nothing has been heard of her.

Constabulars from Mumbles Head down the Welsh coast have been keeping a sharp lookout, but visibility has been bad, and there has been a continuous but slight head wind, which must have meant little progress if the yacht is depending solely on her staff. Fortunately the sea through-out the past week has been very calm.

It is considered possible that Mr. Willis may have put in at some quiet spot on the Welsh or Irish coast.

The Leuffler left Quebec, according to the wireless sent out by the San Toredoro, on July 26 last.

could not account for the injury. It was impossible so far as he was concerned.

According to the evidence of doctors, death was due to cerebral haemorrhage, due to excitement. It could not have been caused by external violence.

The coroner described the fight as "unfortunate and unseemly," but said it was certain Dennis did not hit his wife.

SMUGGLING DRUGS FROM ORIENT.

"ISLAND OF DREAMS" AT MILAN.

Rome, Oct. 1.
The Italian police have discovered an important clearing house for drugs at Milan. A doctor and a well-known lawyer have been arrested. The doctor kept a chemist's shop, which is said to have been used as a distributing centre. The shop has been closed, and so have six other chemists' shops in the city.

From papers seized in their homes and confessions made by the rest of the gang, mostly young men and women of smart appearance, it seems that a consignment of drugs, weighing several kilograms, was brought into Italy from Constantinople by highly-paid smugglers.

A cook on the Paris train de luxe has been arrested. It is alleged that he carried the drugs in his kitchen, which was not searched by Customs officers at the various frontiers.

A club, called the "Island of Dreams," has also been raided, but the elderly woman who kept it has escaped. It is in the Monforte residential district, and was the Mecca of fashionable drug addicts. Heroin, hashish, and cocaine were found there in large quantities. These drugs are being examined by police analysts.

It appears that the bulk of the narcotics found their way to Paris and the United States. The lawyer has confessed that he organized the business part of the traffic and drew up contracts with the Constantinople firms which supplied the goods. He said it was profitable, but much of their profit went in bribes and distributing expenses.

A sharp watch is being kept on the eastern frontier and also at Swiss frontier stations.

How are your floors laid?

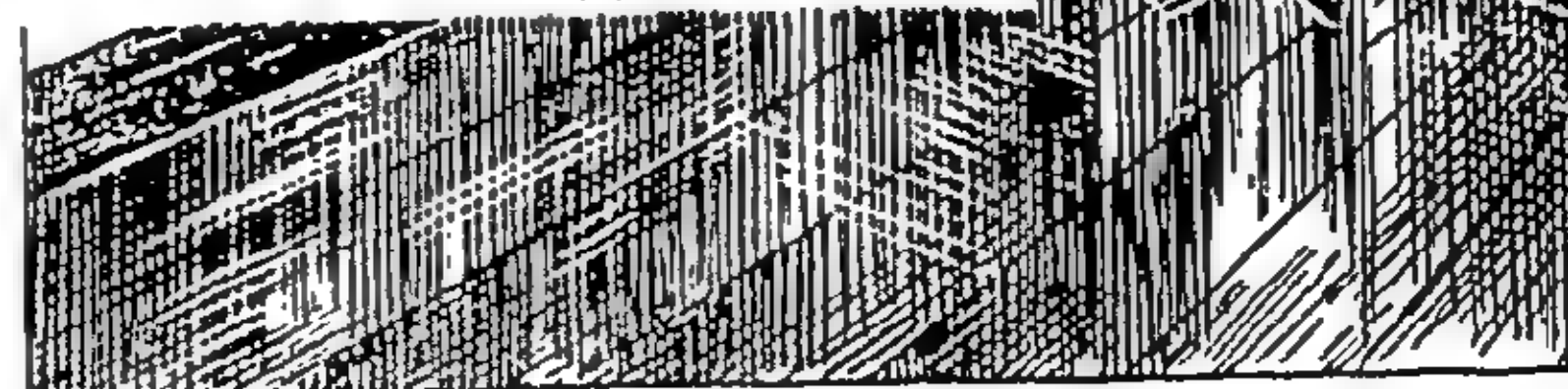
LINO. WOOD. TILES, PARQUET

To make them look their best the finest ingredients only must go in the polish and those are always found in ADAMS'S. The Furniture Polish, too, will be found just as good.

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Presents packed, shipped and delivered to the homes of your relatives and friends.

All charges including duty, may be paid in Hongkong.

To ensure delivery before Xmas Day, send to us not later than November 10th for Europe Via Suez, and November 25th. for the United States.

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THOS. COOK & SON, Ltd.

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WAGONS—LITS CO.

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(After November 1st, Queen's Building, Praya.)



THE FOLKS AT HOME ALWAYS APPRECIATE China Tea from China

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PRICES INCLUDE POSTAGE AND ALL CHARGES.

(To United Kingdom)

7-lbs. Painted Wooden Box	5-lbs. Painted Wooden Box	3-lbs. Painted Wooden Box
(1) Keemun Black Tea \$20.00	(1) Keemun Black Tea \$14.10	(1) Keemun Black Tea \$10.00
(2) " " \$18.50	(2) " " \$13.00	(2) " " \$9.50
(3) " " \$14.4	(3) " " \$10.40	(3) " " \$7.60
(4) Hankow Black Tea \$18.80	(4) Hankow Black Tea \$12.00	(4) Hankow Black Tea \$8.50
(5) " " \$13.00	(5) " " \$9.40	(5) " " \$7.00
(6) Foochow Black Tea \$15.50	(6) Foochow Black Tea \$11.40	(6) Foochow Black Tea \$8.20
(7) " " \$13.70	(7) " " \$10.00	(7) " " \$7.30
(8) " " \$13.00	(8) " " \$9.40	(8) " " \$7.00

The numbers given above represent the various qualities. Send the Tea, and your friend will receive your gift at Christmas.

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LIGHT BEER OR PILSNER

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NATURAL WAVES, CURLY ENDS.
ELECTRIC BATHS,
JAPANESE MASSAGE.

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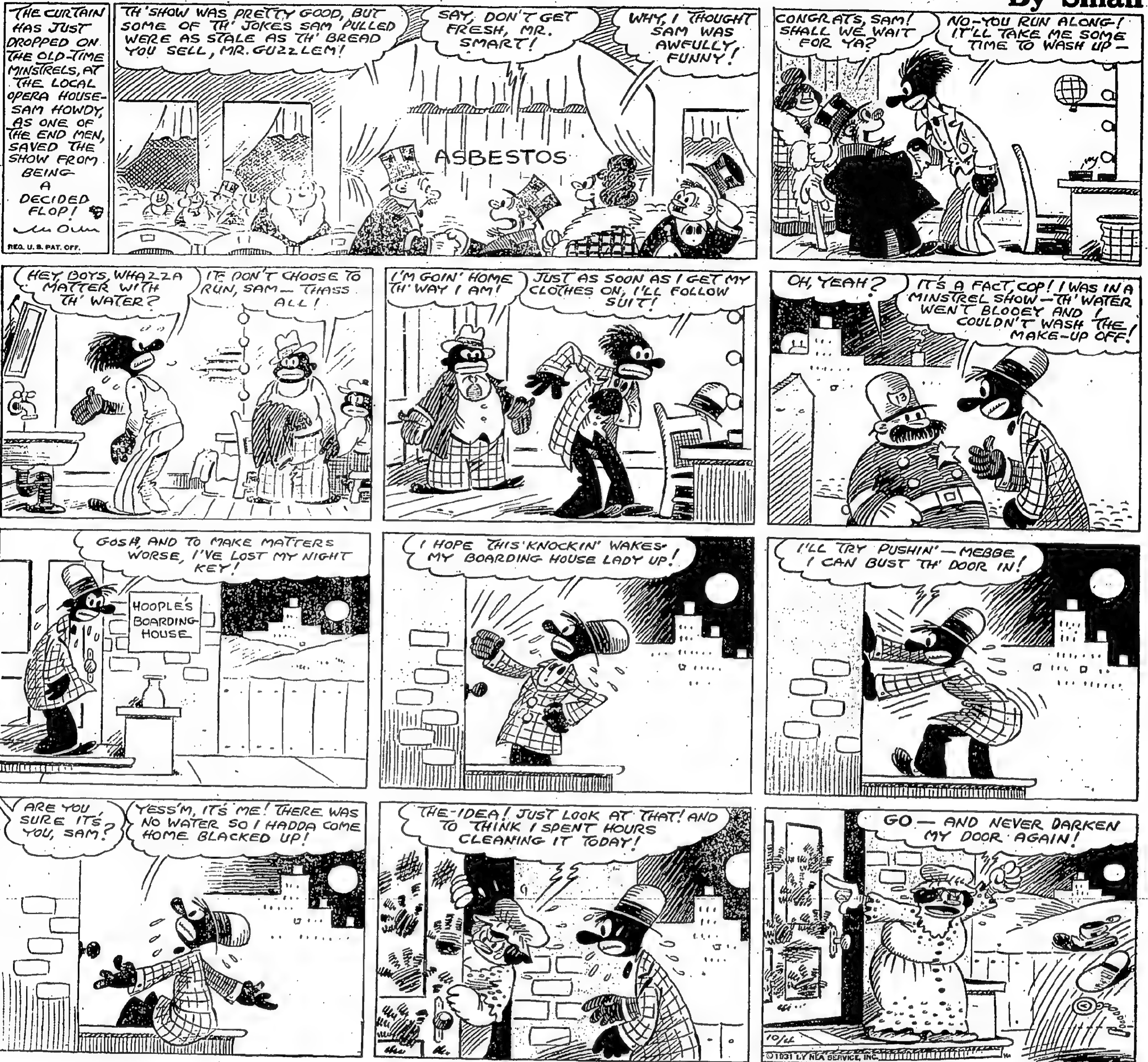
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NEW GOODS for MEN at WHITEAWAYS.

Splendid Selection. Styles Right. Prices Right.



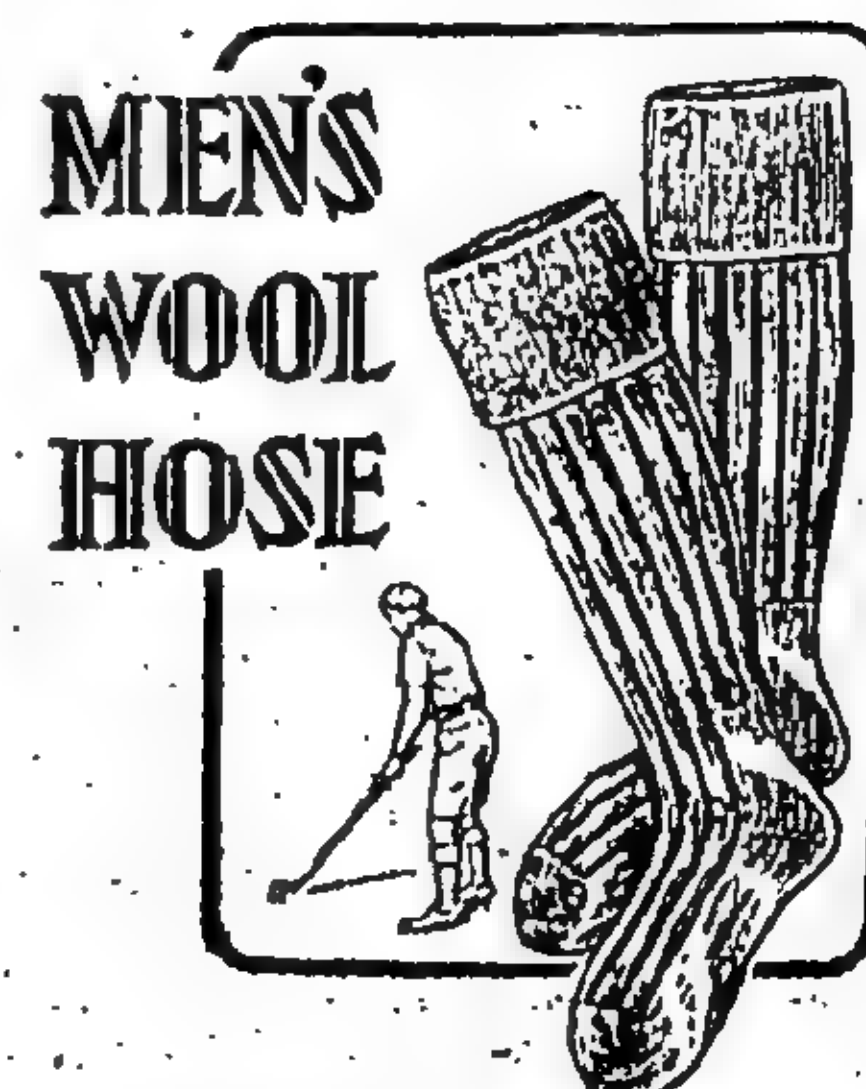
FELT HATS
English made Felt Hats with the smart Snap Brim. New Shades of Grey and Fawns.
\$11.50 to \$21.50



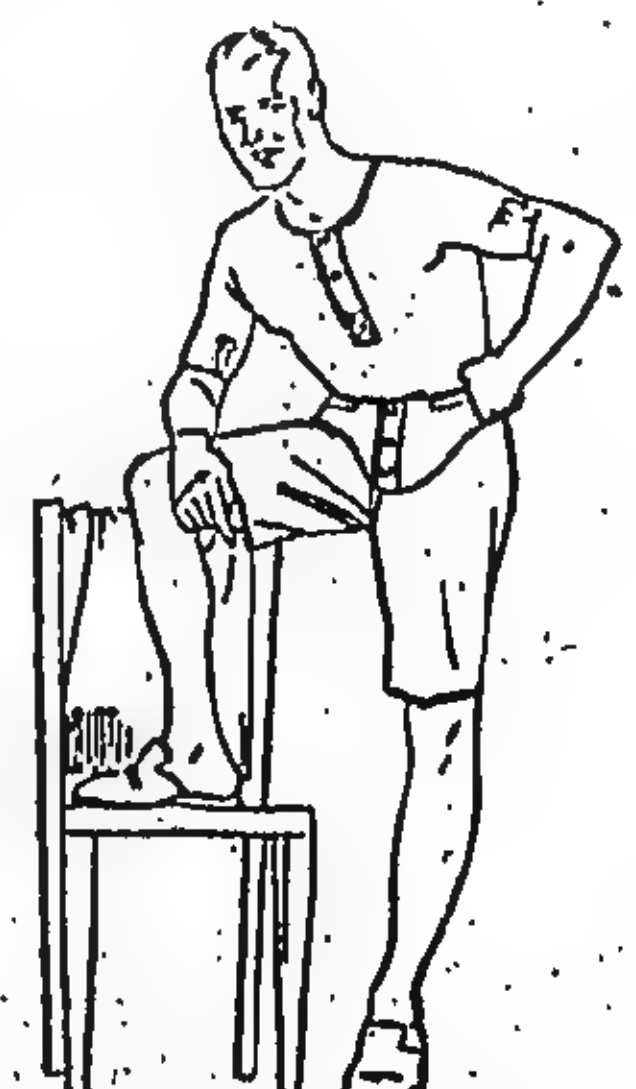
NEW SOCKS
New designs in Cashmere Wool and Art Silk Socks. Jaeger and other reliable makes.
\$2.25 to \$5.50



NEW TIES
Full end Ties. The latest weaves and designs. Checks Stripes Fancy patterns, Etc.
\$2.95 to \$5.95



GOLF HOSE
Men's Wool Golf Hose. Light and heavy weight in plain Colors and fancy designs.
\$3.50 to \$9.50



MEN'S Wool Underwear "JASON"
Jason Wool underwear is absolutely rollable. Will give every satisfaction. All sizes and weights. Prices moderate.

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PATROCLUS 25th Nov. For Marseilles, London R'dam & Glasgow

LIVERPOOL SERVICE

TROILUS 4th Nov. For Port Said, Genoa, Liverpool, Havre, R'dam & Hamburg
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LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

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Kashima Maru ... Saturday, 14th Nov.

Yasukuni Maru ... Friday, 4th Dec.

SYDNEY & MELBOURNE via Manila & Ports.

Kitano Maru ... Saturday, 21st Nov.

Atsuta Maru ... Saturday, 26th Dec.

BOMBAY via Singapore, Penang & Colombo.

*Iyo Maru ... Wednesday, 11th Nov.

*Totori Maru ... Thursday, 26th Nov.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

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TO SHANGHAI via SWATOW	Yatsing	Tues. 3rd Nov at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Kumsang Suisang Kutsang	Satur. 7th Nov at 3 p.m. Fri. 20th Nov at 3 p.m. Sun. 6th Dec at noon.
TO OSAKA via AMOY, SHANGHAI & KOBE	Suisang Kutsang	Tues. 3rd Nov at 7 a.m. Wed. 18th Nov at 7 a.m.
TO OSAKA via AMOY & KOBE	Hosang	Fri. 27th Nov at 7 a.m.
TO SANDAKAN	Maesang Hinsang	Wed. 11th Nov at noon. Thurs. 19th Nov at 3 p.m.
TO TIENTSIN via SWATOW, TONGCHOW & CHEFOO	Cheongshing Chipsing	Wed. 11th Nov at 7 a.m. Sun. 22nd Nov at 7 a.m.

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General Managers

GUILTY LIPS.

(Continued from Page 3.)

rain and pools of water stood in low places on the walk. A strong gust of wind sent a shower from the leaves across their path.

Mark took great, striding steps and Norma danced to keep up with him. They were heading directly into the wind.

"Great, isn't it?" he asked, grinning.

"Oh, yes, I love it!"

Colour shone in the girl's face. Her blood was racing now. The fresh odor of the outdoors after its drenching was like a bracing draft.

"This storm's not over," Mark warned, inspecting the grey, cloud-hung sky. "We're liable to get soaked!"

"Who cares?"

"Well, if you feel that way about it, young woman, let's go!"

He caught her arm and they raced like children. Pell-mell, laughing, they ran until the girl was helpless from lack of breath and from laughter. Then they went on more soberly. Though the wind was cold they were warmed by exercise. They reached a part of Blue Springs neither had ever seen before. Small homes far from the fashionable resort section. Rain had brightened even the dull, cleaned it and made it almost respectable.

"Time to turn back, Norma?"

"I suppose so."

They retraced their steps but before they reached the Inn lightning flashes and a sharp crack of thunder sent them running again. It was raining, not heavily, when Mark and Norma made their final dash up the steps of the hotel.

"Oh, that was fun, Mark, fun!"

Norma leaned weakly against a heavy porch chair.

It was at that moment a tall man in brown approached the pair.

"Travers!" he exclaimed. "I didn't know that you were here. When'd you arrive?"

Mark was returning the energetic hand-shake. "Glad to see you, Stone," he said. "Oh, we've been here almost a week. Norma—" he turned toward the girl, "here's someone I want you to know. Hollis

Stone—old friend. Stone, this is Mrs. Travers, my wife."

Norma offered her hand. How she managed it she never knew. She raised two blue eyes beneath fluttering lids. Her face had gone paper-white.

"How do you do," she said in a voice that was certainly not her own. She tried to meet the newcomer's eyes again.

In that glance she knew he had recognized her.

HIS MASTER'S CHOICE.



Almost every little boy wants to own a dog, but probably few of them ever get a pet as big as this. This picture shows "Toksler Highboy," a prize-winning Great Dane, and his proud little master.

SCHNEIDER PILOTS.

RECORD-BREAKERS TO BE RECEIVED BY KING.

London, Oct. 30. Flight Lieutenant Stainforth, who established a world speed record of 407 miles an hour, and Flight Lieutenant Boothman, who made the recent Schneider trophy record flight, will be received by the King at Buckingham Palace to-morrow.—British Wireless.

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(NDL) S.S. "Derfflinger" ... 14th Nov. Genoa, Barcelona, A'dam, R'dam, H'burg, Bremen.

(HAL) M.S. "Ramsen" ... 23rd Nov. Genoa, Mars, R'dam, H'burg.

30th Oct. (NDL) S.S. "Mahn" ... 1st Dec. Mars, Oran, A'dam, R'dam, H'burg, Bremen.

7th Nov. (HAL) M.S. "Leverkusen" ... 5th Dec. Genoa, Barcelona, Rotterdam, Hamburg.

17th Nov. (NDL) S.S. "Saarbrücken" ... 12th Dec. Genoa, Barcelona, A'dam, R'dam, H'burg, Bremen.

27th Nov. (HAL) S.S. "Saarland" ... 26th Dec. Genoa, Mars, R'dam, H'burg.

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Nov. 10	Nov. 26	Dec. 8	Dec. 21	Jan. 5	Jan. 21	Feb. 8	Feb. 21	Mar. 8	Mar. 21	Apr. 8	Apr. 21
Nov. 24	Nov. 10	Dec. 19	Dec. 2	Jan. 19	Jan. 5	Feb. 19	Feb. 2	Mar. 19	Mar. 5	Apr. 19	Apr. 2
Nov. 28	Nov. 14	Dec. 23	Dec. 6	Jan. 23	Jan. 9	Feb. 23	Feb. 6	Mar. 23	Mar. 9	Apr. 23	Apr. 6
Dec. 12	Dec. 28	Jan. 6	Jan. 19	Jan. 26	Jan. 12	Feb. 26	Feb. 9	Mar. 26	Mar. 12	Apr. 26	Apr. 9
Dec. 26	Jan. 1	Jan. 20	Jan. 3	Jan. 30	Jan. 16	Feb. 30	Feb. 13	Mar. 30	Mar. 16	Apr. 30	Apr. 13
Jan. 9	Jan. 25	Jan. 24	Jan. 7	Jan. 31	Jan. 17	Feb. 31	Feb. 17	Mar. 31	Mar. 17	Apr. 31	Apr. 17
Jan. 23	Jan. 9	Jan. 28	Jan. 11	Feb. 14	Feb. 20	Feb. 28	Feb. 14	Mar. 14	Mar. 20	Apr. 14	Apr. 20
Jan. 27	Jan. 13	Jan. 31	Jan. 15	Feb. 18	Feb. 24	Feb. 31	Feb. 18	Mar. 18	Mar. 24	Apr. 18	Apr. 24
Feb. 10	Feb. 26	Feb. 4	Feb. 17	Feb. 21	Feb. 27	Feb. 4	Feb. 17	Feb. 21	Feb. 27	Feb. 4	Feb. 17
Feb. 24	Feb. 10	Feb. 18	Feb. 31	Mar. 4	Mar. 10	Mar. 18	Mar. 31	Mar. 4	Mar. 10	Mar. 18	Mar. 31
Mar. 10	Mar. 26	Mar. 22	Mar. 5	Mar. 18	Mar. 24	Mar. 22	Mar. 5	Mar. 18	Mar. 24	Mar. 22	Mar. 5
Mar. 24	Mar. 10	Mar. 26	Mar. 9	Mar. 22	Mar. 28	Mar. 26	Mar. 9	Mar. 22	Mar. 28	Mar. 26	Mar. 9
Mar. 28	Mar. 14	Mar. 30	Mar. 13	Mar. 26	Mar. 31	Mar. 30	Mar. 13	Mar. 26	Mar. 31	Mar. 30	Mar. 13
Apr. 11	Apr. 27	Apr. 25	Apr. 8	Apr. 15	Apr. 21	Apr. 25	Apr. 8	Apr. 15	Apr. 21	Apr. 25	Apr. 8
Apr. 25	Apr. 11	Apr. 29	Apr. 12	Apr. 19	Apr. 25	Apr. 29	Apr. 12	Apr. 19	Apr. 25	Apr. 29	Apr. 12
Apr. 29	Apr. 15	Apr. 31	Apr. 16	Apr. 23	Apr. 29	Apr. 31	Apr. 16	Apr. 23	Apr. 29	Apr. 31	Apr. 16
May 13	May 29	May 27	May 10	May 17	May 23	May 27	May 10	May 17	May 23	May 27	May 10
May 27	May 13	May 31	May 14	May 21	May 27	May 31	May 14	May 21	May 27	May 31	May 14
Jun. 10	Jun. 26	Jun. 24	Jun. 7	Jun. 14	Jun. 20	Jun. 24	Jun. 7	Jun. 14	Jun. 20	Jun. 24	Jun. 7
Jun. 24	Jun. 10	Jun. 28	Jun. 11	Jun. 18	Jun. 24	Jun. 28	Jun. 11	Jun. 18	Jun. 24	Jun. 28	Jun. 11
Jun. 28	Jun. 14	Jun. 30	Jun. 15	Jun. 22	Jun. 28	Jun. 30	Jun. 15	Jun. 22	Jun. 28	Jun. 30	Jun. 15
Jul. 12	Jun. 28	Jul. 1	Jun. 19	Jun. 26	Jul. 2	Jul. 1	Jun. 19	Jun. 26	Jul. 2	Jul. 1	Jun. 19

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FELIX ROUSSEL... 8th Dec.	SPHINX... 9th Dec.
G. METZINGER... 22nd Dec.	PORTHOS... 23rd Dec.
SPHINX... 5th Jan.	CHENONCEAUX... 25th Jan.
PORTHOS... 19th Jan.	ATHOS II... 20th Jan.
CHENONCEAUX... 2nd Feb.	D'ARTAGNAN... 3rd Feb.
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A MILD BOOM.

MORE ORDERS AND LESS UNEMPLOYMENT.

London, Oct. 30. Evidence of the improved industrial outlook is shown by substantial reductions in the unemployed during the last few weeks at a time of the year when a seasonal increase is expected. This is supported by information from many areas.

The Great Western Railway, as a result of exhaustive inquiries among manufacturers using the line, anticipates a considerable increase in traffic.

Among the industries reporting a definite improvement are iron and steel, cotton and woollens, carpets, and tinplate galvanising and hollow-ware. Many works which months ago were on half time are now fully engaged, and increased inquiries from abroad are largely responsible for this change.

Among engineering orders received is one reported by Messrs. Thornycroft, for motor-buses to be used for the Cairo road transport system, and new services at Alexandria; and four eighty-ton electric travelling cranes for the Indian North-East Railway, received by Henderson's of Aberdeen.

The Imperial Issues.

Discussing the tasks which lie before the Government the newspapers emphasise that the problem of what is commonly called the restoration of the balance of trade will necessitate, in the next few months, an unusual number of conferences with the Dominions and foreign countries.

In regard to the fostering of Empire trade, it is anticipated that the Canadian Prime Minister will renew the invitation to an Imperial Economic Conference in Ottawa next year.

In business circles in London, the suggestion for an early conference, which appears to have support in several Dominions, is welcomed, and Lord Ellbank, chairman of the Council of the Federation of Empire Chambers of Commerce, said last night that conditions had never been more favourable for a resumption of discussions for the consolidating of the economic unity of the Empire.—British Wireless.

MR. LINDELL ON PIRACY.

LECTURE TO VARSITY STUDENTS.

Piracy, from its earliest days somewhere in the fourth century, B.C. up to the present time of organised high seas banditry, was described by Mr. Justice R. J. Lindell, when he gave an interesting and instructive address to the Hongkong University Commerce and Law Society, in the University Union hall last night.

The acting Puisne Judge showed how legislation had gradually been evolved to combat piracy, and how international law had now decreed that no pirate had any claim to extradition or exclusive jurisdiction by the courts of his country, being now branded a common enemy of the human race. Mr. Lindell's audience, who listened with rapt attention, gave full expression to their appreciation of the address when the speaker had concluded.



Rita La Roy, who ran away from an orphan asylum at 13, waited on tables, and in the last two years has become one of the most famous of Hollywood screen stars. She has just married Captain Ben C. Herschfield.

PARSEE RESIDENTS.

FAREWELL PARTY TO POPULAR COUPLE.

A gathering of the Parsee community was held last night in honour of Mr. and Mrs. M. J. Patell who are leaving the Colony on a long holiday on the Pilsna to-morrow.

The president of the Zoroastrian Charity Funds, Mr. D. K. Kharas, in welcoming the guests on behalf of the community mentioned that Mr. Patell had resided in the Colony over 45 years and said he was not giving away any secrets when he emphasised the fact that Mr. Patell was well known for his charities and was a magnificent benefactor to the Parsee Charity Funds.

The speaker added that Mr. Patell was a self-made man and through his personal energy, perseverance and assiduity had wealth which he was freely using towards charitable purposes in India, Persia, China and other countries.

Mr. Patell had travelled in many parts of the world and had been several times to Europe, America, Australia, New Zealand, and last but not least, to their mother land Persia.

The speaker further mentioned that Mrs. Patell during her short stay here had made hosts of friends and was very popular with the ladies of the Colony. She had also given generous donations to the Parsee Charity Funds, for which they were all grateful.

In conclusion Mr. Kharas wished Mr. and Mrs. Patell on behalf

S. P. C. A.

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Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday, the 8th November, 1931, or they will not be recognised.

Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyors Messrs. Goddard and Douglas at 10.00 a.m. on Tuesday, the 3rd November, 1931.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

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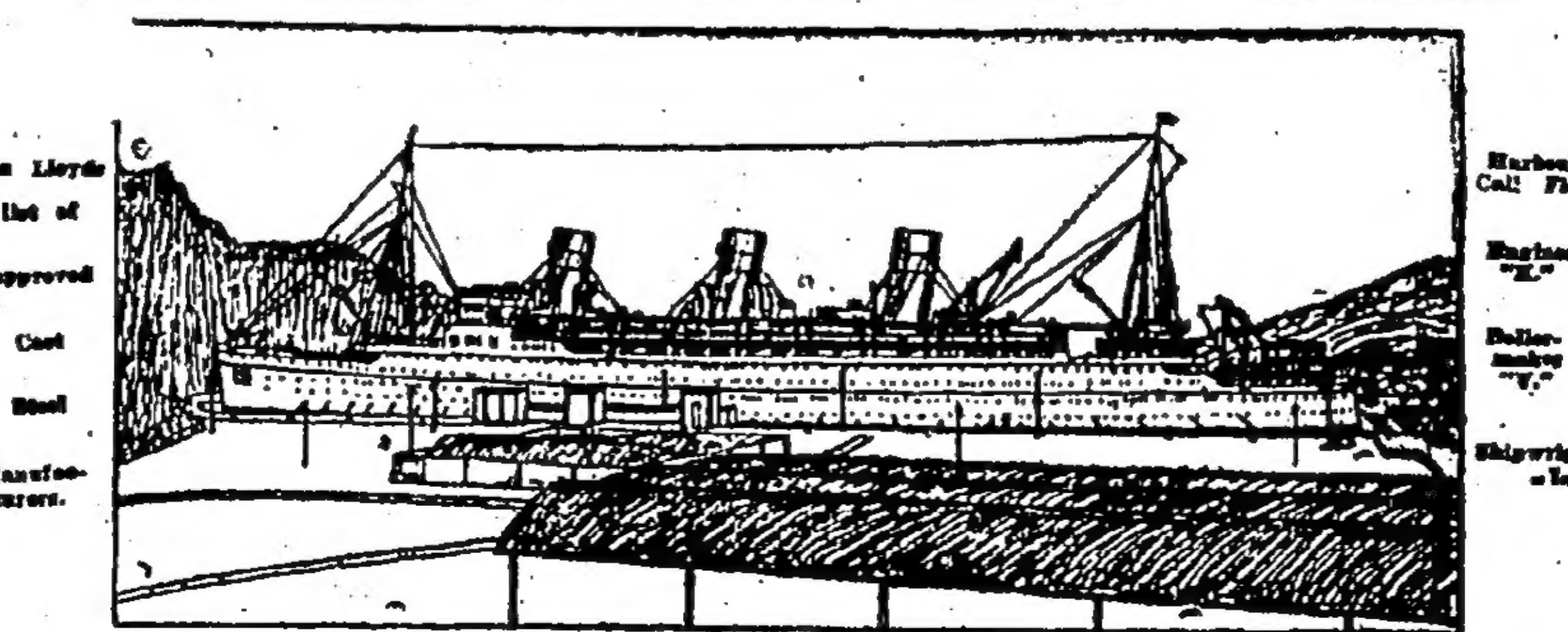
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NALDERA	16,000	7th Nov.	Bombay, M'los & L'don
*KASHGAR	9,000	21st Nov.	M'los, L'don, R'dm, A'wery & Hull
RAJPUTANA	17,000	5th Dec.	Marsailles & London
*CORFU	15,000	19th Dec.	Marsailles & London
*SOMALI	6,800	26th Dec.	M'los, Havre, L'don, H'burg, Rotterdam Antwerp & Hul

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TALMA	10,000	12th Nov.	S'pore, Penang & Calcutta
TAKADA	7,000	26th Nov.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	7,000	2nd Dec.	Manila, Rabaul, Brisbane, Sydney and Melbourne
NANKIN	7,000	2nd Jan. 1932.	
NELLORE	7,000	30th Jan.	

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

*KIDDERPORE	5,300	1st Nov.	S'hai, Moji & Kobe
TANDA	7,000	6th Nov.	S'hai, Moji, Kobe, Osaka & Yokohama
RAJPUTANA	17,000	6th Nov.	S'hai, Kobe & Yokohama
TAKADA	7,000	6th Nov.	Amoy, S'hai, Moji, Kobe & Osaka
*KHIVA	9,000	8th Nov.	S'hai, Moji & Kobe
*SOMALI	6,800	14th Nov.	S'hai, Kobe & Yokohama
CORFU	15,000	20th Nov.	S'hai, Kobe & Yokohama
SIRDHANA	8,000	20th Nov.	Amoy, Moji, Kobe & Osaka
*KHIVBER	9,000	28th Nov.	S'hai & Kobe
TILAWA	10,000	4th Dec.	Amoy, Moji, Kobe & Osaka
RAWALPINDI	17,000	4th Dec.	S'hai, Kobe & Yokohama
NANKIN	7,000	7th Dec.	S'hai, Moji, Kobe, Osaka
SANTHIA	8,000	18th Dec.	Amoy, Moji, Kobe & Osaka
KARMALA	9,000	18th Dec.	S'hai, Moji, Kobe & Yokohama

*Cargo only.

All dates are approximate and subject to alteration without notice.

Parcels measuring not more than 5 ft. will be received at the Co's Office up to noon on the day previous to sailing.

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To AUSTRALIA. Calling at Manila (P. I.), Thursday in, Cairns, Townsville, Brisbane, Sydney and Melbourne.

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FINAL SHOWINGS TO-DAY
At 2.30, 5.00, 7.20 & 9.30 p.m.

A Double Programme!
Prices as Usual!
Important Notice!

Due to the length of this programme patrons are requested to note the altered Daily showing times.

It is a real Entertainment!
It is partly in Technicolour
in "The Melody Man".
You can't afford to miss them.

ALL-TALKING MUSICAL DRAMA "The MELODY MAN"

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WILLIAM COLLIER, JR.
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A musical drama that will linger in your memory!

The music of our masters serves as the unique and beautiful background for a tender love story.



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COLORFUL ROMANCE OF OLD MEXICO

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MEXICALI ROSE, gay, reckless, heartless, a cigarette who knows no law but her own turbulent passions. Realistic characterization and thrilling climaxes interwoven with skill.

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COLUMBIA PICTURES presents "Submarine"

A MIGHTY DRAMA OF THE SEA
STARRING
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RALPH GRAVES

Drama of surprises, new thrills and daring action! Filmed at the bottom of the sea!

Friendship as strong as that of Damon and Pythias—Love as colourful as that of Cleopatra—heroic deeds of a diver and a submarine officer.

DIRECTED BY HANK OWEN



Printed and Published for the Proprietors by FREDERICK PENNY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

MORE TROOPS FOR FOOCHEW.

STEPS TO PREVENT TROUBLE.

(Our Own Correspondent).

Foochow, Oct. 28. All seems quiet here at the moment. Of course, the Manchurian situation is being watched with the greatest possible interest, but the students and schoolboys appear to have realised that it is best to wait and see what will happen. Owing to fear of trouble in Foochow, troops have been drafted in from some of the up-country districts, and one can see sentries on duty at most of the important street corners and other salient points.

Troops were also sent to Kutien, and the bandits who were surrounding that city have now retired to a safe distance. Traveling is still dangerous up-river, and launches are still fired on, while the roads are unsafe, and it is impossible to tell whether the system of toll that has been in being for some months will really see one safely through. Nevertheless, some more missionaries have decided to risk the journey, and both Kutien and Yenping are being gradually reoccupied.

The weather during the last few days has been quite up to standard for the autumn, and the chilly mornings and evenings, with bright warm sunshine in the daytime, make it hard to believe that there ever are such things as floods. The second rice harvest is just being reaped in the vicinity of Foochow, and appears to be very abundant. If only political and economic clouds could be dispelled as quickly!

An order was made by Mr. Williams, at the Central Magistracy this morning, for the confiscation of a revolver found at No. 6, Caine Road. In the course of interior renovation attendant on the moving-in of a new tenant, on Thursday, the weapon, wrapped in a newspaper, dropped from the roof of the kitchen and was picked up by a linesman and handed to Sgt. MacHardy. It was of an old type and unserviceable.

FLOOD RELIEF FUNDS.

BIG FAIR POPULAR IN MACAO.

(Our Own Correspondent).

Macao, Oct. 30. A big fair is now in progress at the public gardens at Macao, conducted by the Chinese community, assisted by many Portuguese, with the object of raising funds for the relief of the victims in the floods which have devastated such large areas in Central China.

The efforts of the promoters are meeting with a good response, despite the trade depression, and it is believed that a large sum will be sent to the Committee in charge of relief work.

All sections of the community seem to have assembled, to help the good cause, and the public gardens, tastefully decorated and illuminated, are the venue of many persons every evening.

NEW BOXING STAR ECLIPSED.

A. B. EWING DEFEATS TEDDY JOHN.

News has just been received of the first defeat of Edwin ("Teddy") John, the professional boxer son of Mr. Augustus John, the artist, his conqueror being A. B. Ewing, former welter and middleweight champion of Hongkong.

Ewing won in the eighth round, John being compelled to retire. The contest was Ewing's throughout. John boxed pluckily but was outclassed by the naval man, who scored with his straight left so accurately that John was very distressed at the end of the sixth round and could not see out of his right eye at the end of the seventh.

The bout took place at the Crofton Stadium.

MACAO ELECTRIC LIGHTING.

EXTENSION OF CO'S FRANCHISE.

(Our Own Correspondent).

Macao, Oct. 30. After negotiations lasting almost two years, the Macao Electric Company has secured an extension of the agreement for the franchise for the supply of electric supply in the peninsula of Macao.

The full details of the new terms are not yet disclosed, but it is known that the Company undertakes to make a very substantial reduction in the price of current, both for lighting and power, and will put all high-tension cables underground. This the Company was already willing to do some time ago, but owing to the fact that the present agreement would expire in about four years, it was not considered feasible to undertake the expense.

The extension of the agreement makes it possible for this desideratum to be carried out, and the public will soon enjoy the advantages which will accrue as a result of the new arrangements.

The extension will be for a period of thirty-five years from the date of the signature by the Municipal Council, after the final details have been definitely settled. This is expected to take place in the near future.

SILVER FUTURES.

THE LATEST CABLED QUOTATIONS.

Messrs. Pentreath and Co. have been advised by cable of the following quotations of New York silver futures as at the close of the market yesterday:

December 1931 31.00 up .75.
May 1932 31.90 up .65.
July 1932 32.20 up .50.

Rotarian A. L. Shields is to talk on "Yachting in Hongkong" at Tuesday's meeting of the Rotary Club.

ALWAYS COMFORTABLY COOL.

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Thundering Thrills! Starring RICHARD ARLEN RAY WRAY

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A GRAND DOUBLE ATTRACTION!
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The finest show of its kind ever seen in the Far East.
Pretty Girls, Snappy Dances, Latest Songs, Beautiful Costumes.
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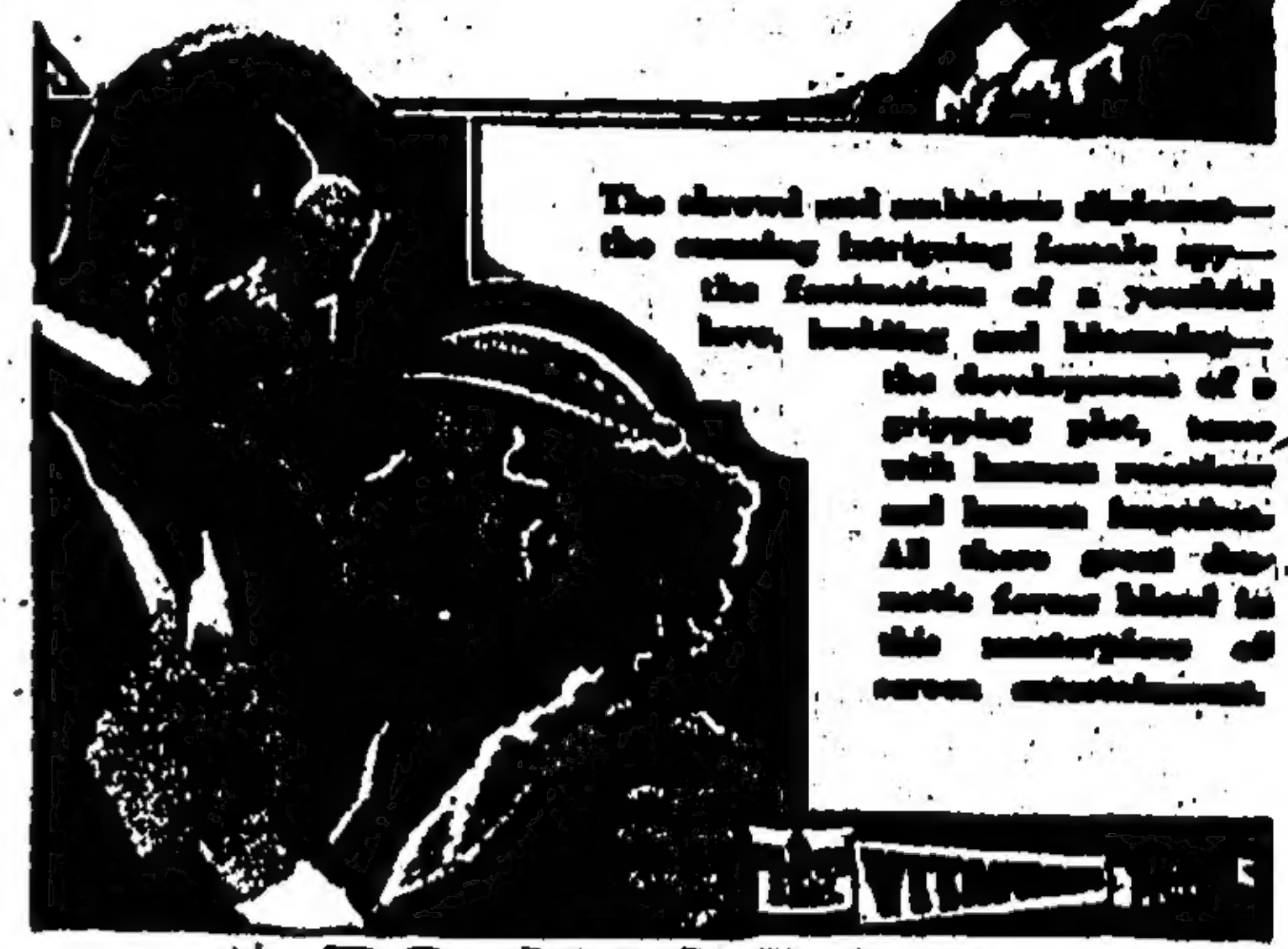
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FOX PICTURE

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WARNER BROS. present George Arliss "Disraeli"



The shrewd and ambitious diplomat—the cunning intriguer—George Arliss in the role of a youthful hero, leading and dominating the development of a gripping plot, tense with human passions and human feelings. All these great dramatic forces blend in the masterpiece of seven centuries.

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with JOHN BOLES

AT THE **STAR** FINAL SHOWINGS TO-DAY At 2.30, 5.10, 7.15 & 9.20.

MARION DAVIES

The FLORODORA GIRL

A Metro-Goldwyn-Mayer ALL-TALKING PICTURE

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Special matinee at 5.15 on Sat. and Sunday.
William Fox Presents "NOT DAMAGED"
with Lois Moran & Walter Byren.



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